

**THIS IS THE LAST PRINTED DRIVING LIGHT!**  
See inside for details

# D R I V I N G L I G H T

BMW Car Club  
of America  
Buckeye Chapter

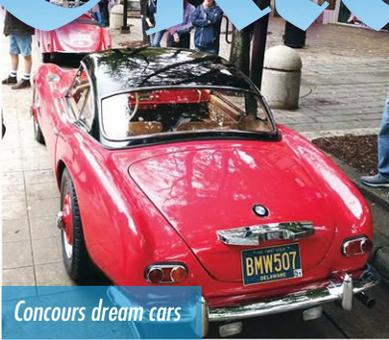


News, Views and  
BMW Stuff to Do

WINTER 2019-20



# Oktoberfest 2019



Concours dream cars



Babes dig race car drivers



By Tim Beechuk

BMW CCA's fantastic new headquarters



The "Passion" Show at the Foundation

## A VERY IMPORTANT NOTICE!

Effective January 1, 2020, the BMW CCA National Office has *eliminated the requirement for chapters to produce a newsletter* for their members. In its place, National will be producing twice-yearly newsletters covering all chapters in their respective region, which in our case would be the North Central region.

The Buckeye Chapter understands the reasons behind this decision, but feels that twice yearly is insufficient for keeping our members informed, so we will be producing the *Driving Light* twice a year, in the quarters between the regional edition mailings. The bigger change is that we no longer will be producing a printed version for those who request it; *the Driving Light will become digital only*, sent to the email address on file in your BMW CCA member records.

**If you have been receiving the *Driving Light* in printed form, or have changed your email address, you need to go to [bmwcca.org](http://bmwcca.org), log in, and make sure your email address is up-to-date, so that the chapter, and the club, can maintain contact with you.**

Thanks for your support of the Buckeye Chapter and the BMW CCA.

You are invited to the 2020 Buckeye Chapter

# Holiday Party

Saturday, February 1, 2020, 6:00 pm

Carillon Brewing Company, 1000 Carillon Boulevard, Dayton, Ohio 45409

RSVP by January 15 with name and number attending to [ccraves@earthlink.net](mailto:ccraves@earthlink.net)

Casual Attire • Premium Ales • Choice of Dinner • Cash Bar • See you there!

OKTOBERFEST 2019  
It was the best  
homecoming the  
Club could have  
wished for.

Well over 1300 of my closest friends made the pilgrimage to Greenville, South Carolina to be a part of the 50th anniversary of the Club. There were 60 of our chapter members there, and what a party we had. It was such a crowd that we quickly filled the biggest hotel in Greenville, and then spread out to three or four others. Downtown Greenville welcomed us with enthusiasm, and events were held in a number of nearby locations, such as the BMW Performance Center, the BMW CCA Foundation office and museum, Michelin's Laurens test facility and the centerpoint of it all, the Club's new offices in Greer, South Carolina. The new offices

Continued...



Sandra and Mark Morris getting groovy



Exquisite details on a classic



Charity rides in some historic racers



Synchronized drifting at the Performance Center



OKTOBERFEST 2019

There were over  
 300 first-timers  
 at Oktoberfest  
 this year.

are a great addition to the Club. Moving from a cramped professional condo in Greenville, we now have spacious offices for the staff, display area, meeting space, and plenty of parking for events. And, the events of O'Fest were a fun time. Lots to see and do in a really scenic area of South Carolina. Always fun kicking Oktoberfest off with a welcome reception, re-uniting with old friends, and the opportunity to meet new ones. There were over 300 first timers at O'Fest this year.

The concours on Wednesday was a bit damp, with light rain, but there were still a lot of nice cars to ogle. The best part was that it was right outside of the host hotel, on Main Street in Greenville. There were so many cool events to



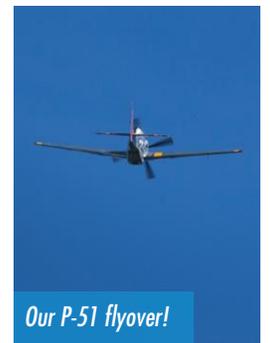
Auberlen, de Phillippi, Plucinsky, and Renner telling tales



I just did it for the hair

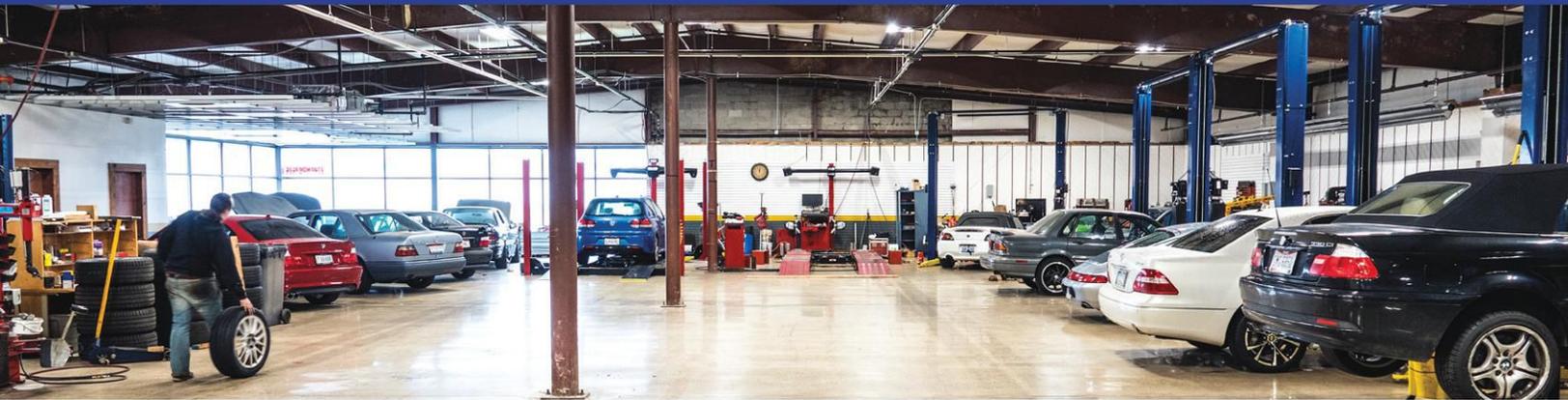


Satch's Z8 follows its inspiration



Our P-51 flyover!

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celebrate the 50th year of the Club, one had to make tough choices, as there was no way to do everything. Tours of the CCA Foundation to see the outstanding PASSION exhibit, tours of the BMW plant, a Greenville history tour and a great driving tour of the northern and most scenic part of the state.

The Performance Center hosted a number of exciting events. Throughout the days there were multiple sessions of their Driving Experience, where the participants drove a number of new M cars, from the M2 to the X6M, and some great cars in between. Monday, there was the Ladies Driving version of this event, with those same M cars. My hard-charging wife, Jaynee, and her co-driver won the "Rat Race", and the trophy was, as you guessed, a stuffed rat. It is prominently displayed on our mantle. The demonstration laps on the Performance Center track of some of the great racing machinery was appreciated by all who watched, and charity laps in some of those same great cars, sponsored by the BMW CCA Foundation, were sold out. A great opportunity to ride in some of those cars, driven by the men who made them famous, and who won races in them around the world. But, the race that we all came for took place early in the afternoon; the Great Isetta Challenge. On a shortened section of the Performance Center track, (due to the fact that we didn't have all day), somewhere around 12 classic Isettas thrilled the fans with a blistering pace for over three laps of wheel-to-wheel competition. This was something not seen since the Indianapolis

O'Fest of '99. The race was flagged by none other than BMW driver Bill Auberlen, and the crowd was roaring.

Other excitement was the Fun and TSD rallies. I was involved in setting up the TSD rally by driving Satch Carlson's lovely Z8 all over the fun roads outside of town. We had Tech Talks, the Mice on Main gymkhana, and various receptions to attend. Michelin generously offered up their Laurens Proving Ground's 'Black Lake' to handle the Autocross and Car Control Clinic. Both of these events allowed us to exercise that *Ultimate Driving Machine* that we brought to the show.

With the Car Control Clinic, sponsored by the Tire Rack Street Survival program, we can all get a bit of learning to help us drive a little better. After all of these fun-filled days, we could chill out at the Dinan beer garden, set up on the plaza outside of the hotel. Many good stories, some true and some not, were swapped there.

The week was capped with the new BMW CCA Headquarters Open House and Bar-B-Que on Saturday afternoon, and then the awesome "Party like it's 1969" dinner under the stars. Well, actually, under the tent, since it was raining a bit. Too many great 60's costumes filled the space, and a great time was had by all. We even had a Beach Boys tribute band to top it off.

This O'Fest was a great tribute to the first 50 years of the Club, and now we have the next 50 to plan for. I hope to see you all in Palm Springs, California, for number 51, next September. ■



The M8 Competition



BMW, and CCA, history at the "Passion" show



Bill waves checker, and waits...



Classics on their driving tour

Photos courtesy of Tim Beechuk, Phil Ross, Marshall Garrison, and ed.



By  
**Scott Aaron**

**The '72 2002tii and '08 M3 are totally different.**

**OR ARE THEY?**

About a year ago, I bought a 2008 M3 for my daily driver. I can hear what you are thinking, and don't worry, I don't have a commute; I work from home. So the brilliant combination of a thirsty V-8 and a tiny fuel tank doesn't impact me all that much. Although I will say the low-fuel light is almost always on.

The M3 made it three BMWs for us. We already had a '14 X5 and '72 2002tii. As I drove the M3, and started getting used to it, I noticed certain things about it that were reminiscent of the tii. I know that probably sounds insane, like "Slayer is kind of like Haydn", but hear me out. There are a few areas where they remind me of each other, more than just a little.

To get the power out of each car, you have to wind them out. For both cars, most of the real power is higher in the rev range. Short-shifting is going to create slowness. And really, the glory in both engines is in winding them out. Obviously, you're supposed to. The tii sounds smooth all the way to redline, starting with the bass sound of the airbox at lower RPMs, then shifting to a harder-edged sound at higher RPM. The M3 is a little more animated at higher revs. It does a similar transformation, just a lot quicker. It sounds very operatic, and grabs you with its "hope you are hanging on to something" vibe. Of course, the M3 has the underlying V-8 burble that the tii lacks. But they both just sound good. I've said many times that half the fun of the tii is how it sounds, and the M3 is exactly the same. That is why 25% of YouTube videos are E9X M3 engine-revving videos.

Both cars are geared pretty short for highway driving. You'd think with six gears, the M3 would be barely idling along at highway speeds, but that is not true at all. The tii, with the stock four-speed, is geared pretty short as well. In either car you are spinning some RPMs to go normal highway speeds. Of course, the benefit of that is that either car can accelerate pretty hard at highway speeds without dropping down a gear. So the driving experience is a bit similar.

The styling of both cars is pretty reserved. There's not a lot of styling cues on

# 2002 VS M3

either car that scream, "Hey, look at me, I'm super-fast!!! High-performance car over here!" If you take a 2002 to a Cars and Coffee, very few people who don't know what it is will really look at it. It is too understated and sedate to really pull people in, just based on the styling. The M3 is similar.

Ours is a Silverstone Silver sedan, and it just looks like every other silver four-door, for the most part. I drove it home from Richmond on the Appalachian Highway through Ohio, and no one looked at it twice. While many of the body panels for the M3 aren't shared with the other contemporary 3-series, the changes, for the most part, are totally under the radar. There are no obvious flares, spoilers, or stuck-on stripes. Which I think is really cool. On the tii, the only obvious way to know it is a tii from the outside is to look at the badge on the back. Talk about stealth.

Each car has an "out of the corner of your eye" visual cue that you're not driving in the "base" model of its type. The obvious one on the M3 is the hood blister. That bulge on the hood is always in the sightline as you are driving. It was probably put there for that exact reason. On the tii, it has the clock on the dash, just right of the gauge cluster, that the regular 2002 didn't have. It's a pretty obvious marker that you are in a 2002tii; in a regular 2002 there is nothing on that part of the dash, just like the regular 3-series is missing that bulge in the hood.

In the end, they share the most obvious of BMW connections. They are both just fun cars to drive. They are miles apart in actual capabilities, but they clearly were both created to give the driver a lot of joy, and a lot of smiles. Each car is capable of making every mundane trip a little happy occasion. I had to go get my hair cut yesterday, and all I could think about was "Oh goody, I get to drive the M3!"

If you think about it, both cars were the highest-performance, most sophisticated versions of the BMW small car, in their place and time. I know there are 36 model years between them, but at the time of their respective releases, they were the benchmark, the small-car pinnacle in the BMW range. ■



# Cincinnati

area news

Marshall  
Garrison  
Cincinnati  
Area  
Governor

**Hey Cincy Area peeps,** late fall and early winter greetings! So, 2019 is soon to be a wrap, and, right along with that, so will be the Buckeye Chapter's last regular printed quarterly *Driving Light* newsletter! Wow – presumably by now most of you have heard, (*If not, please read page 2 – ed.*) but the CCA's national board has eliminated the chapter newsletter requirement, instead requiring chapter input for a more-broadly distributed regional magazine twice per year. Buckeye will still do a digital-only newsletter in the interim between the regional magazines, or you can always look in on our Facebook group here: <https://www.facebook.com/groups/153450721386951/>.

If you're not on our Cincy Area email list for local meeting/event announcements, but would like to be, please give me a shout at [cincinnati@buckeyebmwcca.org](mailto:cincinnati@buckeyebmwcca.org)!

For September, The BMW Store and Cincinnati Mini once again graciously hosted us in their upper-level showroom area. The Hyde Park Hitching Post prepped an order of their yummy fried chicken, meatloaf and sides. With a great turnout and great chow, we all had a fun evening! Our thanks to Tim Gabbard and Cincinnati Mini!

Right before O'Fest, our October meeting found us gathering at Hyde Park's China Gourmet, to feast on some their fine fare for the second time this year. This time also welcomed several newcomers, which is always a pleasure! Everyone seems to enjoy China Gourmet, so we'll be back again sometime next year!

Then it was off to Oktoberfest, held in Greenville, South Carolina, to celebrate the club's 50th (!) anniversary! You'll see in-depth articles in an upcoming Roundel, but wow, what a great week it turned out to be. So many fabulous BMW's of all eras and vintages on display! After checking out the Concours Wednesday morning, I headed off driving area back roads for the Time-Speed-Distance (TSD) Rally, which included a run up a mountain road in a local state park with unbelievably tight, twisty switch-backs, leading to a breathtaking overlook of the Blue Ridge Mountains. As usual, my TSD efforts didn't amount to much, but the scenery and drive were outstanding. Thursday it was up before dawn to drive an hour to Michelin's proving grounds for the morning autocross session. Lots of space, great course, clear dry day... and hey, what better to autocross on than six-year-old Michelin street tires, right? All in good fun, though!

Friday was an amazing day at BMW's M Performance center, and, boy, did they pull out all the stops. BMW's price-less team race cars to stroll around and look at as closely as you like, the hilarious Isetta race, more great BMWs on display, drifting displays, and two of their Performance Center drivers drifting around their skidpad in one direction while another was drifting in the opposite direction simultaneously (don't try this at home kids), charity rides in the race cars being driven by Bill Auberlen and others – just, wow.

*Continued...*





# Cincinnati

continued

On Saturday I finally found time to get over to the BMW CCA Foundation headquarters, after the CCA's new national office headquarters open house, to check out the Foundation's "Passion" exhibit. The show highlights 50 years of the club, its members, and the vast scope of CCA members' passion for the marque. What an amazing display of cars, stories, and memorabilia! If you can find the time before the display wraps up early next year, it's definitely worth the trip. O'Fest concluded with a Beach Party themed under-tent banquet Saturday night, along with a Beach Boys cover band and many members costuming themselves as if it were 1969. Despite there having been enough rain that day to have nearly flooded the banquet site, and coolish temps, it didn't dampen anyone's enthusiasm a bit, so it was a fun capstone to wrap up a standout week! If O'Fest sounds like fun, well, I would say look for it next year in Palm Springs California, Sept. 15-19, except apparently after 50 years it's been decided to retire the O'Fest name as its official branding, and start anew with something yet to be determined. In any case, if you have an interest in next year's O'Fest-in-all-respects-but-name-only, stay tuned to the national BMW CCA site for details; presumably registration will open next spring. One tip – the main headquarters hotel sells out quickly, so if you want to be in the thick of it, register as soon as possible when it opens up!



Getting back from O'Fest, Cincy Area folks barely had a few minutes to unpack before it was time for our last two Street Survival teen-driver safety and coaching days this year, at the Butler Tech site near Hamilton on November 2, and in Columbus on November 16. Of course, with most of October being almost ridiculously unseasonably warm, naturally it couldn't hold up quite long enough to not have us freezing our tootsies off in the mornings – at least it wasn't snowing. Street Survival Organizer extraordinaire Jaynee Beechuk came through with a new bit of secret Street Survival swag though, and had us all sporting new knit caps with the Street Survival logo. We needed them, too, so thanks, Jaynee! Far more importantly though, two more groups of teenagers came away from the day with newly-gained skills to enable them to be better and safer drivers. If you've never checked out the website, see <https://streetsurvival.org/>. Sometime next spring we should be scheduling our upcoming area Street Survivals.



To wrap up Cincy area doings for 2019, November found us at Turn-In Concepts in Norwood, a local shop specializing in tuning, engine-building, and high-horsepower forced induction. Owner Tony Barber graciously guided us through his shop, showcasing current projects (700hp, anyone?), and very generously provided us with some delicious Marco's Pizza to chow down on for the evening. With a great turnout and several new faces coming out for the first time, too, it couldn't have been a better way for us to wrap up our monthly events for 2019!



Once again my thanks to all of our many area and chapter members for coming out and being a part of everything we did this year, including all those whose volunteer efforts make it all possible! We'll pick it back up again in January, likely at Mac's Pizza in Fairfax. Our standard meeting date is the second Wednesday of the month (with occasional exception), 7:00 p.m. For January, that will be the 8th! Until then, I hope everyone has the happiest of upcoming holiday seasons, and a great New Years too! ■

*Photos courtesy of Marshall Garrison  
 (with the assumed exception of his portrait,  
 unless he carries a selfie stick)*

# Columbus

**Mark Arnold**  
Columbus  
Area  
Governor

**Hello Buckeye Chapter!** I think I'm starting to sound like Mike Laci was last year when I say the rush of the upcoming holiday season and all the travelling is starting to catch up to me. The last few months have been pretty busy for me personally, as well as for the club. In addition to our normal monthly socials, we also had Oktoberfest and the Fall Leaves Driving Tour. That's a lot of BMW activities in one season!

Most of the travels have been fun, such as Oktoberfest where I had an absolute blast! The driving school was fantastic, and the driving tour was beautiful. I was also able to turn a trip to Austin for the F1 race into a BMW experience with the purchase of a new-to-me E70 X5, so I can start hauling around my track car in comfort! All I can say is that BMW knows how to build a fantastic vehicle, whether it's a sports car or Sports Activity Vehicle.

It's been business as usual here in Columbus. We've been trying a new venue each month and bringing in a couple new faces, as well as a lot of regulars, to each of the meetings. Thank you to everyone who attends, it makes it worth it to me to see everyone at these events! The growing circle of friends is amazing, and the amount of know-how and BMW history is incredible. I'll continue to try and find new and interesting venues for our monthly meetings, since everyone seems to enjoy that. As always, if you have any ideas for monthly events, please let me know!

With the weather turning cold again, I've started throwing out the idea of another go-karting day. We had a blast at Buckeye Raceway Electric Indoor Karting during the summer, and I'm planning another one for January, so keep an eye out for the event on Facebook, email, or the chapter website.

For now, that's all! I wish you and your family a happy holiday season! ■

*Below: Inside the Zentrum museum at the BMW plant  
Bottom center: The O'fest Driving Tour stops at a scenic overlook  
Bottom right: A Performance Center X5 searching for a fire hydrant*



*Left: Matt Scott and Jessica Frasure lead the group on the O'fest tour*

*Below: A nice turnout for our monthly social gathering*



*Above: That Auberlen guy gets around  
Photos courtesy of Mark Arnold*





# Dayton area news tomm

**Chuck Craves**  
 Dayton Area  
 Governor  
 and  
**Alex Watts**  
 Dayton Area  
 Vice Governor

**Well, Summer has ended** and Fall has, well, fallen. The Dayton Area closed out Summer and welcomed Fall in September at Voss Village BMW in Centerville. Always a good time at the dealer; free food, drive new and different (fast) cars, and spend a fun evening with good friends who share similar likes and interests.

In October we were at Jimmie's Ladder on Brown Street in the U.D. area. Always fun at Jimmie's, even though it was a bit on the noisy side this time, due to several group gatherings that were louder than ours. By the time you receive this newsletter we will have had our November meeting at Mud Lick Tap House on Second Street, in downtown Dayton, already celebrated the Thanksgiving Holiday, and maybe even got a start on Christmas shopping, what with Black Friday being the day after Thanksgiving.

The Dayton Area would like to wish all Buckeye Chapter members, and really, all BMW CCA members, happy Thanksgiving, Christmas and New Year holidays now, due to there being no meeting in the month of December.

The Dayton Area is hosting the annual Holiday Party in February this year, and we are looking forward to seeing Buckeye members from the other areas. Exact date, time and location are on page three of this issue. Be sure to RSVP to Chuck Craves at [ccraves@earthlink.net](mailto:ccraves@earthlink.net) before January 15th!

Of course, January is also the month the chapter holds annual elections, so if anyone has an inclination to serve as Governor or Vice Governor, step up (PLEASE) and you will no doubt be elected. Hey, if I can do it, anyone can.

Till next year (whenever that will be, what with the new newsletter system). ■

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## Bonus images from O'Fest



Something special everywhere you looked



Polished perfection



Barely able to keep pace

**Phil Ross**  
Toledo  
Area  
Governor

### Where did the summer go?

Area meetings were held on the usual scheduled second Tuesday of the month at Tekela in Perrysburg. Attendance was devoted, but sparse.

Otherwise, I was able to represent the Toledo Area at Oktoberfest 2019 in Greenville, SC. The Big Five-Oh of the Club's existence was celebrated and Oktoberfest was announced to be the last one, possibly in favor of more Regional events. The meaning of all that is still to be deciphered. Stay tuned to news from National.

As usual, O'Fest had so much to offer that it was impossible to participate in every event. At the last minute, I opted to leave my BMW at home, since I was making three other destinations on this road trip and needed the extra space.

I was able to fill my time at O'Fest. I began with the BMW Performance Center Driving School, which started off with an M5 Drifting Demo while in the shotgun passenger seat. From there I moved on to an X3 off-road course, an M4 Performance Drive, an M850 rat race, and timed laps in an M240i, all in the drivers seat. The rest of the week was filled with a Factory Tour, visit to the Michelin Proving Grounds – site of the Autocross and Car Control Clinic – tour of the Zentrum, a rainy Concours show, TSD Rally checkpoint volunteer, and a visit to the Foundation display and the Club's new headquarters. Also squeezed in a couple Tech Sessions. My only regret is missing the ZF Transmission Plant Tour.

A highlight for me was being an ad hoc volunteer at the Car Control Clinic, an adult-adapted version of Street Survival. It was educational and fun, and reminded me how beneficial it is for average drivers to better understand their car's steering and braking characteristics. Hats off to Jaynee Beechuk and her efforts to bring safer driving skills to our youth. Why not volunteer to help at a future Street Survival event or two? ■



A kaleidoscope of craziness



Inside-outside-sideways-always

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