

**D R I V I N G**

BMW Car Club  
of America  
Buckeye Chapter



News, Views and  
BMW Stuff to Do

WINTER 2020-21

So long, 2020.  
You were not  
a good year.



update  
from the

**A**s we wrap up 2020 the world continues to change in unexpected ways. One of those changes is the Buckeye Presidency. Let me introduce myself: I've been the Columbus Area Governor for the last two years, along with a regular at the Buckeye HPDEs at Mid-Ohio, and a CCA member since 2008. The leadership in the Buckeye Chapter is amazing, and I'm honored to be surrounded by such a great group. I love this club, and I've missed seeing all of you at monthly socials, drives, Oktoberfest, etc. Seeing a few of you at our socially-distanced HPDE in August was a great reminder of why we have this club, and also a great motivator to continue planning for events once the state opens up again.

As an optimist, I'd like to think that the future is looking brighter, and next year will bring us all back together, outdoors, and

hopefully indoors, as well. I've talked with many of you over the phone or via email over the past few months and explained how we value our members' safety above all else, and couldn't in good conscience host in-person meetings like we have in the past. Along with following state and local guidelines, we also have guidelines from the national office about what we can and can't do, and only when we feel we can meet and exceed those guidelines have we held events like the 40th anniversary HPDE and Cars and Lunch. With that being said, we will continue to plan events when we can, and if my hunch is correct, we should see more in-person events in 2021.



**DRIVERS OF ALL SKILL LEVELS INVITED!**

**SAVE THE DATE**

for the 2021 Buckeye Chapter

# Mid-Ohio Drivers' School

**August 20-22**

**Pre-Registration is open now!**

Go to [buckeyebmwcca.org](http://buckeyebmwcca.org) and click on Drivers' Schools, then just select the school to sign up on [motorsportreg.com](http://motorsportreg.com)

**We promise to make it  
an HPDE to remember!**

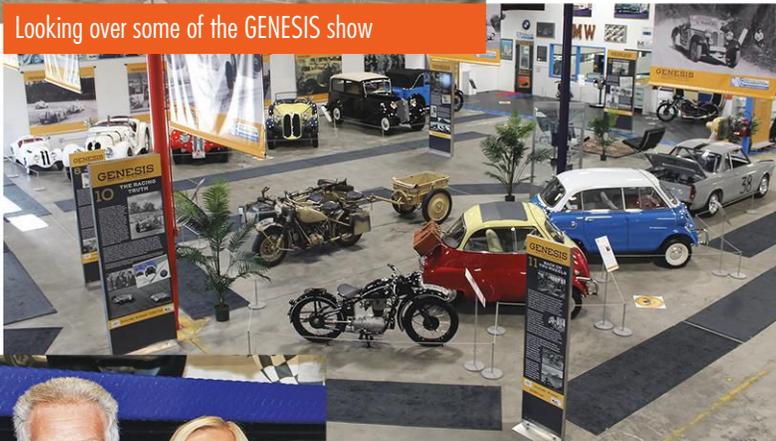
Now, one thing that hasn't been affected by COVID is our ability to drive at 10/10s, maybe 11/10s for some, online, in our weekly iRacing league. It's a great group of people, and we always enjoy seeing new members join us to hang out and drive, as well as talk motorsport news or what new cars have landed in our garages. We're now ending our second season and planning for our third season, which moves to GT3 cars. Come hang out with us on Monday nights from 8PM to 10PM!

One other thing that is still going full steam ahead is the 2021 High Performance Driving Event. We know this is a reason many of you became members, and rest assured we are doing everything we can to make next year's event amazing. Mark your calendar for August 20 - 22, as we will be back for our 41st year of Buckeye driving events.

In closing, I'd like to thank everyone who has helped make the events of the year happen. The Driving Events Committee (DEC) pulled off a great HPDE under very difficult circumstances. The area leaders have continued putting on events where they can, and doing zoom tech talks or iRacing events when in-person hasn't been an option. And best of all, our members continue to show up and support the club. Thank you to all of you! ■



Looking over some of the GENESIS show



The leaves are turning, and the pandemic lingers on, yet we all want to get out and enjoy some cars and friends. What shall we do? There was originally the hope of making a pilgrimage to Scott Sturdy's event, *The Vintage*, that was moved to the Fall, but sadly, it wasn't to be. Fortunately, the BMW CCA Foundation planned to go ahead with the opening of their newest show, *GENESIS*, the celebration of the early BMWs, and planned an October weekend. Rather than just an opening of the show, they added a few events to make the weekend more interesting, and called the get-together *Foundation Fest*. Having seen a number of photos and a little video of the *GENESIS* cars, I wanted to see them in person, so plans were made to head down to Greer, SC, with Jaynee and Bill Wade, our faithful Bluegrass buddy, in tow. When it was discovered that we were headed to Greer, there seemed to appear a few things we were asked to haul down there. Some spare 2002 bumpers to be modified by a local, and a few boxes for Michael Mitchell. This meant we needed to drive a hauler, Lance White's Tahoe, instead of a fun car. And, since it's true that no good deed goes unpunished, we were asked to come down early, to help

set things up and also work while we were there. I'm not complaining, being part of the action is a lot of fun, and helping to make a great event is a worthwhile endeavor. Supporting the Foundation, since they support the Tire Rack Street Survival program, is never a chore. We arrived on Wednesday, and on Thursday evening, after the set up and before the Fest, the Foundation held a reception for any of the Ambassadors that were there, and also any of the owners from the cars in the *GENESIS* show. A nice preview of the display, and a nice, appropriately masked get-together. There were also a couple of awards presented by Frank Patek, the Club's Executive Director, that evening; Lonny Shirk and Lou Ann Shirk were presented with the prestigious Friend of the Club. I even got to help with the presentation.



Lonny and Lou Ann flashing some hardware

# FESTivities

by **Tim Beechuk**

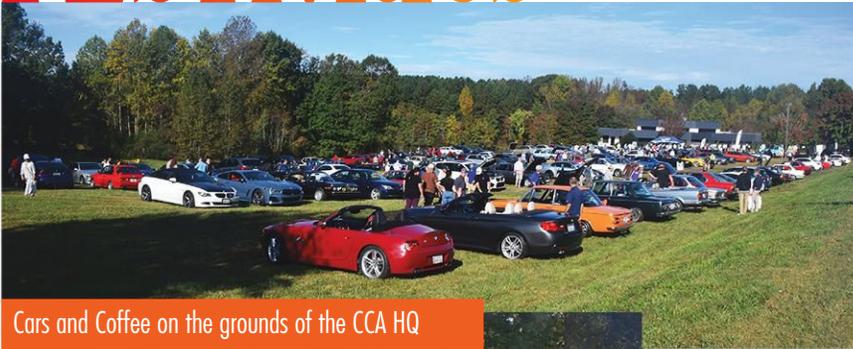
Friday was the first day of the Fest, with the opening of the *GENESIS* exhibit and an autocross at the Performance Center. Both fun events, with a good number of people enjoying the day. Of course, the Club needed to get onto the "hey, while you're here" bandwagon, also. The annual CCA raffle drawing was planned for that Friday, and they needed to have a Board member present at the drawing. Surprisingly, I was in town, and was volunteered to attend the event. The drawing is held in Augusta, Georgia, due to tax regulations, so we would make the hour-long drive down there, be hosted at Taylor BMW, the local dealership, and pick the ten winners. The drawing is an interesting process involving twirling numbered ping pong balls, and it was videotaped for all to see, as it was posted on the CCA website. An interesting side note from the dealership visit is that I was able to see a couple of the new "beaver tooth" 4-series coupes that seemingly everyone dislikes. I have to say, when viewed in person, it's not that bad. The rest of the car is beautiful, and if you live in a state with no front license plate required, as I do, it's a nice car. See it in person before you dismiss it. — continued —



Chris Hennecey emceeing the raffle drawing video

# FESTivities -continued-

Saturday dawned with a well-attended Cars & Coffee at the BMW CCA offices. Bill Wade and I manned a Street Survival table there and were able to talk with a number of people interested in the program. The field at the new offices provides a wide-open setting for some fun cars, and the participants enjoyed the show. Our talented editor showed his lovely E9 coupe there, to rave reviews.



Cars and Coffee on the grounds of the CCA HQ

We even had a police presence on the street to keep the traffic flowing. After the C&C, most went over to the second day of the *Foundation Fest*. The whole Fest weekend turned out to be a great event; a reception, exhibit opening, autocross, cars & coffee, seeing neat cars, seeing old friends and meeting new ones. It was a good few days to be a club member.

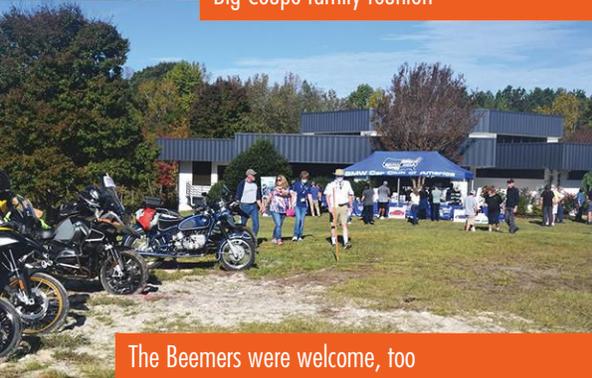
So, did we then pack up and head for home? Of course not. Most did, but Jaynee and I took off for Hilton Head Island. Ah, a vacation, you say. Wrong again, we went there for more work. We needed to meet up with a few of the Club staff to check



Big Coupe family reunion

things out for a future event. Hilton Head will be the site of Oktoberfest Forever in 2021. We were there to do a little preliminary looking at the host hotel, the Sonesta, check out their facilities, and meet their people. We also wanted to check out a few of the other sites that will be used for some of the offsite events, like autocross, car control, and the concours. An added enticement of O'Fest 2021 is that it will coincide with the Hilton Head Concours. This show is one of the top-tier concours in the country. This will be one big week in a beautiful location.

This was my fun long weekend, what did you do on your Autumn vacation? ■



The Beemers were welcome, too

See you at the Sonesta in 2021!



## From The Guy That Used To Be President

# Notes

**I write to you** on March 25<sup>th</sup>, 2020. Last month, I flew to Seattle to speak at a conference, and flew home on Valentine's Day. My wife was so mad that I missed taking her out to dinner that she closed all the airports in the country. I get that she's disappointed, but it seems a bit extreme. I'm hoping I can convince her to let us all fly again. I'm not sure how she got Justin Trudeau to close the border...

**I've been doing** the Sim Racing thing for a few years now. I didn't think I was any good, but I had fun with it. If you aren't familiar: think of it like this. You've played volleyball in the backyard at a family reunion. You have fun bouncing the ball around and trying not to accidentally step

on your 5-year-old niece. Your other niece plays in high school and in talks with D1 schools about scholarships. She serves a few balls at you. After breaking both arms trying to return the ball you end up in the fetal position crying. Playing Forza or Gran Turismo is that family-friendly game. Sim Racing is the broken arm thing.

In all seriousness, the Buckeye Chapter of the BMW CCA has a Sim Racing league with iRacing. Even though I'm consistently the slowest, they still let me come play with them! It's a blast and we can always use more players!

**You've probably heard** that there's been tremendous debate around the future direction of about what's up front, leading us to the future. Many people on both sides have incredibly passionate opinions on what the future should look like. As I write this, it seems like the debate has finally



An event like Cars & Coffee is always a good time to get together, see some friends and ogle a few cars. But who wants to get up that early? What if we could sleep in, get up at a reasonable hour, and still be able to meet friends and see some nice cars? Maybe throw in a beer and some lunch. Seemed like a doable concept.

Tanya Carter had found a relatively new craft brewery not far from her house on the west side of Cincinnati, called 13 Below. She approached them with the idea of a bunch of BMWs parked out front on a Saturday. They thought it would be a great idea. I figured we could send out an announcement to the locals and hope for good weather, after all, it is November. But then, why just the Cincinnati area? We could invite the entire chapter, and who knows, maybe some members would like to do a road trip, just for the chance for a little camaraderie. And we had an abundance of camaraderie. Sure, we all like to look at the cars, that's why we bought them, but hanging out with like souls is the heart of the club. We had a good

by  
**Jayne Beechuk**

group of members, some we don't see all that often, and we were glad for those that were able to make it to the event. A couple from Columbus, a couple from Dayton and a bunch of the Cincinnati folk. Twenty cars in all, with a wide range of models from 2002's to current 3-series, and a lot of nice stuff in between. We even had Dohn and Marsha Roush's award-winning E9 coupe. The hoped-for good weather made its welcome appearance, and gave us good reason to wander among the cars and enjoy everyone's company. Good to talk with a few members after a long drought. We did have everyone's car to talk about; just what we hoped to do when the pandemic went away.

Along with the friendly camaraderie, we held a food drive, asking anyone who attended to bring canned goods or staples we could donate for the cause. We gathered a bountiful amount. On Monday, Tim and I delivered the amassed food to Inter Parish Ministry in Newtown, Ohio. They were very pleased with the donation, and I received a nice card from them thanking the Buckeye Chapter.

The brewery was a good meeting spot. Plenty of parking, good beer and friendly bartenders. They provided a food truck out front, with some tasty selections for lunch. It was nice that we could take the food inside to enjoy with a beer. I recommend the River & Rail porter.

The Cars & Lunch was a great idea to get us out and enjoying the benefits of being in the Buckeye Chapter. I think we should put this on the calendar for next spring, when the weather breaks and COVID is gone. It would be a good opportunity to sit and plan for our Street Survival schools for 2021! ■

been settled. BMW has put a nose on the new 4-Series to put Cyrano to shame.

As someone that's followed computers during like four different decades, I've seen that new technologies can go from being "too expensive" to something ubiquitous overnight. I heard last week that all new Bentley's will be plug-in hybrids by 2025. Their current plan is to no longer sell internal combustion engines by the end of the decade. So, your current Bentley may be the last one you own that's not fully electric.

Let's face it, manufacturers basically manufacture what people want to buy. If Bentley sees their customers going this way, how many other manufacturers are on the same path? If anyone is looking to go electric and dump their old-fashioned gas-burning M car, just drop me a note. I'll be happy to help you get rid of that old piece of useless junk! :)

I did see that new BMW iX. 500hp. 300mile range, and 0-60 in <5 seconds? Yeah. I can deal with that...

All articles written in 2020 are contractually obligated to mention The Disease Which Shall Not Be Named. My wife picked it up working in the hospital, and was nice enough to share it with me. What can I say? She's a giver! If there's anything you can do to avoid getting yourself a copy of this virus: I highly suggest avoiding it. It's just a big ol' bag of suck, even for a "mild" case. 0/5 stars, would not recommend.

And, if you need a pick-me-up, I found a rock band of Eastern European teenagers that does covers of 80's hair bands. It's fantastic! ■

by  
**Mark Jeanmougin**



# Goodbye 2002 Hello M3

by **George Saylor**

Despite my pleas on the 2002FAQ forum, and the help of several folks, including Mike Self, I still can't get the headlights and turn signals to work. So with the car over at Jim's, we're going to install the engine and trans and go from there.

I sold the Ducati, so now I have tons of room in the garage, albeit for a short while. We already have lots of boxes in the condo, so I'm marking off the dimensions for the sizes of several PODS containers in the garage to give us a sense of what we'll need.

But at least the M3 is in the garage in Florida now, thanks to Dale Oakes, as recommended by Nicky Schardt. Dale picked up the car with an enclosed trailer and delivered it right on time to my community in Florida. He was already having his crew run several race cars down to Daytona for the Historic race in early November. To make it easy I routed Dale to a gate right by my favorite fishing spot, on the main road into the community.

While waiting for Dale I hooked a fairly nice bass, (catch and release).

So now that the M3 is in Florida, I can't wait to get back and wake the neighbors with the UUC exhaust! ■

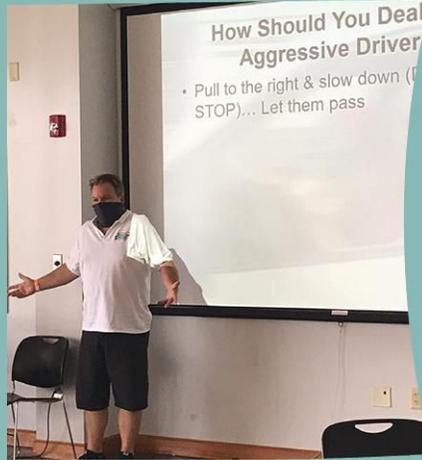
I've had it with cold weather, so it's time to move back to Florida, after 30 years in Ohio. Our moving schedule was pushed back due to illness (not COVID but something triggered by flu shots — imagine that!). I had already planned to have the M3 hauled down to Florida, so we used that as an excuse to go there for a week and get the house in order for our post-holiday winter stint (then it's back to Ohio to put the condo on the market).

Part of moving prep was freeing up space in the garage to put boxes. That meant the Taiga 2002 had to move over to Jim's HEATED garage. We lost several months with it at my place, since my garage is not heated and I spent much of the winter in Florida.

While it looks like we made progress, we still have the engine and transmission to install, along with figuring out the wiring.



# Masking the Danger



by **Tim  
Beechuk**

The current COVID pandemic has been a game changer for us all, but one thing we didn't want to change is our teen driver education with the Tire Rack Street Survival program. Unfortunately, there have been a few roadblocks to our being able to conduct the amount of schools we normally host in a typical year. The biggest issues we faced were venues closing to the public thereby not being available for a school. Additionally, some venues would allow us to use the exercise space, but not provide an area for classroom or bathrooms. In face of this, a number of schools were forced to cancel, and others reduced their allowable number of students to be able to handle distancing. Fortunately, even with these restrictions, we were able to sneak in a few schools before the current moratorium, but we are woefully short on educating the nation's driving youth. As the sports teams say, this will be a rebuilding year.

So, you ask, how did you manage to do even a smattering of schools this year? Glad you asked, since we believe that when we were able to hold a school, we created a safe environment for the teens, their parents, our coaches and staff, without compromising any of the Street Survival quality learning. Thus, we present "The Event Guidelines". This was the plan that was sent to all Street Survival organizers to set them up to be able to do everything we felt reasonable to hold a safe event. This document was created by our National Director, Bill Wade, with a little help from others. In the Guidelines were requirements of how to control participants and their families, from first appearance through registration and a day of learning. We had criteria for coaches and their interaction with the students, along with "How to conduct a safe classroom".

I was able to see the Guidelines in action at a school hosted by Tennessee Region SCCA at the National Corvette Museum in Bowling Green, KY. Bill Wade was doing classroom, and my wife, Jaynee, and I went along to help

and see how well the Guidelines would work. I was impressed by the organizer's planning and execution of the school. We had twenty students registered, and nineteen attended. Along with the Guidelines given to organizers, all attendees were sent a shortened version to let them know what to expect. One big change was that only one parent was allowed to attend with a student, so that we could keep numbers down a bit. The teens and parents arrived with the right attitude and personal protection equipment. I believe they all understood how important the Street Survival program is, and wanted to be able to attend the day. Masks all around, social distancing at registration, gloved coaches inspecting students cars, plenty of hand sanitizer and boxed lunches. NCM has a large room for classes that gave us plenty of space for social distancing during the classroom times. On the exercise ground, coaches would get out of cars when there was a wait, and talk to the teens through the passenger window. The parents spaced themselves while out watching their teens on the exercises. During the day I spoke with a number of parents, and they were very appreciative that we took the precautions that we did and were able to conduct the school. Things progressed normally throughout the day; it seemed like a normal school except for the masks. I walked away from the day knowing we could handle teen driving instruction in the face of the COVID pandemic, and save a few lives. There have been other Street Survival schools utilizing the Guidelines, and reports from them echo my observations. I hope it won't be long before we are back to our normal slate of Tire Rack Street Survival schools; saving teen lives is so important that we can't ignore our chance to act.

The support of the BMW CCA Foundation has been instrumental in keeping this moving forward. We are also appreciative of our Sponsors: The Tire Rack, Michelin, FCP Euro and BMW, along with our hosts BMW CCA, SCCA, PCA and BMW Clubs Canada. ■

# Cin.

area news

**Early Holiday Greetings!** Despite this year's constraints, there are a couple items to report on. Most recently, Jaynee Beechuk organized a great Cars & Lunch area meetup at 13 Below (Thanks Jaynee!). Unfortunately I couldn't be there, but it was a stellar occasion. See Jaynee's write-up in this issue for all the details.

Last issue I had mentioned Bud Dornette, our loooong-time organizer of our Mid-Ohio events, having become ill. Sadly, earlier in the year he succumbed to his illness; our sincerest and deepest condolences to Bud's wife, Mary – there's no way to say how much we'll all miss Bud without it being a major understatement.



Our other main happening was our 40th (!) anniversary driver's school (in whippersnapper-ese: HPDE) at Mid-Ohio! Whoa – forty years! Former Buckeye Chapter members and club luminaries Scott and Fran Hughes, who originated BMW CCA track driver's schools in New Jersey, founded our Buckeye driving schools, and BMW CCA Club Racing (thanks Fran!) were on-hand (among many others) to help us celebrate and mark the occasion. Although it was a modified format from our

usual this year, everything went well for a safe and fun 40th!

My first time at Mid-Ohio was our driver's school in the summer of 1986, in my 4-cylinder 105hp 5-speed E21 320i. Obviously the mix of vehicles is substantially different from back then; however, the combination of camaraderie with both a safe and fun learning experience has never changed. Here's to another 40 years of on-track fun at Mid-Ohio! ■

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**Jessica Frasure**  
Columbus  
Area  
Governor

**In what continues to be** an abnormal year, Columbus area members have been able to turn to their BMWs for a bit of normalcy and opportunities for enjoyment that don't require the words COVID-19 or social distancing. I hope that everyone else had the opportunity to cruise some backroads during the warm end of summer, enjoy the fall color, or for a moment forget everything else and just enjoy an afternoon drive. I know some of our best evenings this fall were spent with the windows down in the E46, driving toward the sunset. Even our dog, Mahdi, came along for a ride during our day-trip to the Hocking Hills.



On July 23, Columbus area member Matthew Scott gave an online technical presentation on "Tires: Track and Autocross Considerations". Matt is a lifelong car nut, avid track and autocross driving enthusiast, and a professional automotive engineer. He is also my husband, and owns so many sets of tires that they fill the walls and corners of multiple garages. An 8-foot-tall stack of tires has recently appeared in the middle of our finished basement, because they are "too delicate for the cold". In the presentation, the club learned about the pros and cons of many different categories of tires for use in performance driving, as well as tire recommendations for every budget and skill level. Next, we learned about how to "read" the wear and hot pressures of our tires, and how to adjust our tire pressures,

suspension, and driving style to maximize tire longevity and on-track performance. A video chat Q&A session followed. Overall, it was a great success, and additional tech talks are being planned for the future. Remember everyone, check your hot pressures. Cold pressures don't matter.

We plan to continue the tech talks in a virtual format in January/February, and eventually again in-person in the future. So, if you would like to see a topic covered, or be a speaker yourself, please email us at [columbus@buckeyebmwcca.org](mailto:columbus@buckeyebmwcca.org)!

With many real-life driving events cancelled, a small group of members, along with a few potential future members, went online for their automotive adrenaline fix. They turned to iRacing, an online racing simulator (don't call it a video game), where you can race against your friends, or strangers from around the world, in anything from a Mazda Miata to a Formula 1 car, on the most iconic race tracks in the world. Every Monday night for over six months, this group has gotten together to chat, commiserate over their ongoing real-life car projects, trash talk, and, of course, race. After a couple of months of informal competition in a variety of cars, an official league was established. For 12 weeks, they

competed against each other, racing identical BMW M4 GT4s. When the tire smoke had cleared, new member Chris Sladek was crowned our season one champion, over runners-up John Sharps and Matt Laci (son of Mike Laci, who assures us he is much slower). Next, looking to go a bit faster, the group switched to a USF2000 formula-style car. Season 2 is almost over, and it looks like Cincinnati area member Kurt Polter will be crowned champion. As expected, this competition has sparked a money-spending arms race, as members try to save a few tenths of a second with better steering wheels, better pedals, upgraded computers, and virtual reality headsets. Just like in real-life racing, more money doesn't hurt, but it doesn't always help either; just ask Mark Arnold. For Season 3, starting soon, the group will switch to GT3 cars, including the BMW Z4 GT3. If you are interested in joining in, contact Mark Arnold or Matthew Scott for more information.

I can't wait to see everyone in person at a meeting again, and, until then, I hope to see everyone online during our tech talks and iRacing events. Please stay safe and have Happy Holidays! ■

Tech Talk  
**Tires: Track and Autocross Considerations**  
 Matthew Scott  
 Professional Automotive Engineer  
 Experienced track and autocross driver  
 Owner of many, many sets of tires...



*P.S We are always looking for new ideas for club meetings and social events (especially in the virtual format at the moment), so if you have any ideas, please email us at [columbus@buckeyebmwcca.org](mailto:columbus@buckeyebmwcca.org)!*

Due to the Covid 19 pandemic and the guidelines laid out by the State of Ohio and the BMW CCA, we are not holding monthly meetings. The November meeting would have been on the 24th, and we normally don't hold meetings in December, so the next meeting is tentatively in January, when we typically elect Area officers. Please check [buckeyebmwcca.org](http://buckeyebmwcca.org) for the latest on area meetings.

Until then be safe, and take care of yourselves and others. Let's all follow the health guidelines and get through this, so we can attend the meetings and other club events together next year.

– Chuck Craves,  
 Dayton Area Governor

**People are finding** many ways to pass time during the pandemic. Yes, we binge-watched series on Netflix, did yard work until I became sick of it, homeowner maintenance, lots of reading, and of course, for me – going down that rabbit hole of looking at cars online. Sometimes looking can lead to actually purchasing, and that where this story is going.

My interest started in 2006, when I saw a BMW Z4 M Coupe at a car show. I was really taken by the design, and of course the S54 engine under the hood. I had seen pictures of the car, but in person I was able to look it over at angles. Since that time, I have followed advertisements for Z4 M Coupes, waiting for prices to go down as the cars aged. I was still happy with my 1995 e36M3, it is a great handling car with adequate power. This year I noticed the Z4 M Coupes were starting to increase in prices, and I knew that if not now, then never. Yes, it would cause me to sell my '95 M3 and also possibly the '76 2002. Vintage racing was effectively shut down for me this year, and maybe selling the 2002 and the '95 M3 would net enough to allow buying the Z4 M Coupe.

Pardon me if you know all about Z4 M Coupe, but I will explain some of my attraction to this car. These cars were built in Spartanburg, South Carolina, for three years, 2006 – 2008. A total of 1,815 cars were produced. They were the last car to use the wonderful S54 straight-six engine with 330 horsepower. All had manual six-speed transmissions, with a limited slip differential. The rack-and-pinion steering is hydraulic, instead of the electric steering which BMW was introducing. The coupe was designed from the roadster, and adding the hardtop body increased the rigidity of the chassis, which improved handling. The suspension and brakes were the same as used on the e46M3, a heavier car. So, handling and braking were improved in this smaller and lighter car. In short, it is the last of the analog BMW M cars.

I got serious about a couple of cars, but lack of maintenance history, accident history or excessive mileage seemed to thwart my search. Then I found a nice Z 4M coupe that met my parameters on the website, *Bring A Trailer*, or BAT. Many of you, I'm sure, have been on their website. They auction cars on the internet, and that normally would make me overly cautious. Fortunately, this car was in Cleveland, OH. I contacted the owner by email, and he called me back within thirty minutes. We ended up talking about Z4 M Coupes, and other cars, for an hour. You know how we get going when we find someone who likes cars as much as we do. The owner was a retired engineer, and does all of his own maintenance, and is a BMW CCA member. His meticulous maintenance

logs go back to when he purchased the car in 2012, neatly kept in a binder. I felt very confident he had taken excellent care of this car.

Bidding on an online auction is really nerve-racking. On BAT auctions, at the end of auction, if you're the final bidder, the other bidders have two minutes to rebid. That will continue until there are no more bids. I submitted a bid thirty

seconds before the end of the auction, and one minute later another bid came in. There were still three of us bidding at the end. I finally hit my limit, and told Rebecca that I was done. I was outbid a second time one minute and forty-five seconds after my final bid. "I can't believe you're giving up" Rebecca said. "Bid again." I bid two more times. Finally, two minutes went by, but it seemed like 20 minutes. I had submitted the winning bid. Three days later we drove to Cleveland and picked up the car. The owner told me he was happy the car was going to a BMW CCA member, and we have emailed back and forth a few times since the purchase. This is the best handling car I have ever driven. It has wonderful steering and plenty of power.

So, when this pandemic, social distancing, mask-wearing, isolation is over, the '07 Z4 M Coupe will come to the Dayton area meetings and meet you all. ■

**Alex Watts**  
 Dayton Area  
 Vice Governor



**What a year!** I was on a road trip from Florida to Las Vegas when it started to unravel. Rhonda and I were in Houston, Friday, the 13th of March, having dinner with longtime friends, when our waiter announced that the restaurant would not be open the next day due to a pandemic. Huh? On our way back to our Galveston timeshare I was side swiped on I-45, but that's another story. We finished our stay in Galveston, and at the end of the week, soldiered on West. We allowed a week to travel to Phoenix with stops along the way. The Hill Country, west of Austin, was blooming with Spring flowers. Carlsbad Caverns assured us that they were still open to visitors when I talked to them Friday afternoon. The next morning we were greeted at the entrance by a hand-written sign that the park drive was open, but the Visitor Center, Gift shop, and Caverns were closed. We were glad that the toilets were open. Attractions were closed as we visited Roswell of alien fame, White Sands National Park, El Paso's Border Protection Museum and Las Cruces. When we rolled into Phoenix the Casino's signs indicated all were closed! It must be serious. When we checked into our timeshare, we learned that our ongoing reservations at Las Vegas and Lake Tahoe were cancelled by the company. We spent a week enjoying the desert scenery of rocks and cacti, but in the afternoon when it was time for an ice cream and pit stop at McDonalds, it was no-go, since the dining rooms and toilets were closed. It was beginning to be a chore to get around, and Walmart was the only reliable comfort stop, since some convenience stores at gas stations closed their toilets. On April 1 we pulled the plug and made a beeline home. Three days and 2000 miles later, we were home, much to the relief of our kids.

Since then we did make a trip to Lake Geneva, Wisconsin (home of the original Playboy Resort). No cottontails around nowadays. But we did go up north to Road America one day, and happened upon a full-fledged pro/am motorcycle road-racing event. Crazy, adrenalin-filled heats. We also visited the American Pickers Iowa-based home office, along the Mississippi.

We did make a side-trip to Maryland to visit our granddaughters, and took the opportunity to go to Delaware to check another state off the bucket list. There we visited the DuPont gunpowder-making mill estate, and stayed in the Hotel DuPont, narrowly missing the claimed President-elect in Wilmington. I had wondered what all those parked, bullet-proofed black Suburbans were doing, with state troopers and city police around.

As for local news, I've been carrying the flag at most monthly meetings since Tekela reopened in Perrysburg. Outdoor seating has been added to the socially-distanced inside dining area.

Remember, nominations for Area Officers for Toledo are being accepted. Elections will occur in January. The time is ripe for change, so let me know if you are interested in serving the best car club in the land. ■

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