

D R I V I N G

BMW Car Club
of America
Buckeye Chapter



News, Views and
BMW Stuff to Do

AUTUMN 2012

Of
**VERSIONS,
VIRGINS** and
CONVERSIONS

Tales of restoration, redemption and rust



What a summer so far! Can you believe that by the time you read this summer will be almost over, the kids will be back in school, and we will all be looking forward to those crisp fall mornings when our engines seem to breathe just a bit better, and the cool air becomes a substitute for an extra cup of coffee. Can you tell I love the fall?

Speaking of great items coming this fall, has anyone mentioned Oktoberfest???? I know you have all heard tons about it so far this year between the Driving Light, Roundel, and

PRESIDENT'S UPDATE

by **Erik Shifflett**

emails from our chapter and national. I am pleased to inform all of you that we have registered over 100 members for the event just from the Buckeye chapter. This is great representation, and there is room for more! We would like nothing more than to fill O'fest with as many Buckeye members as they can handle.

Many of you may be able to commute from home to the weekday events, but if you still need a room, call around to both the host hotel and the track hotels, there may still be time.

While O'fest is coming up, this summer has been packed with some awesome events, meetings at Enthusiast Auto Group and the Dingle house in Cincinnati, Evans Motorworks and D&D Classic Automobile Restoration in Dayton, and the staples of the Winking Lizard in Columbus and Casa Barons in Toledo. Your local area governors have been putting together some top-notch events, and from what I hear more of you "regular" and "first-timers" are coming out with the warm weather. Thank you for taking the time out to come and join us for an evening, and we hope to continue to see more of you as the leaves turn and we approach fall.

Looking ahead there are some awesome events planned for the remainder of the year, please check out our website, www.buckeyebmwcca.org for regular updates and announcements.

One of those great events is our upcoming drivers school at Mid-Ohio. Not only will the foliage around the track be stunning during this time of year, this promises to be another great event and a wonderful way to close out the driving season for those of us in Ohio. Again, check our website for more information, or feel free to email me directly at Eshifflett@cinci.rr.com if you have any questions on the event; especially those of you thinking of going to the track for the first time.

Hope to see as many of you as possible at O'fest, Mid-Ohio, and or your local area meetings. Have a great fall!! ■

DRIVERS OF ALL SKILL LEVELS INVITED!

*Did you miss O'Fest, or go and want more?
Join us for the BMW CCA Buckeye Chapter*

Mid-Ohio Great Pumpkin Drivers' School

October 19-21

Registration is open now!

*Go to buckeyebmwcca.org and click on Drivers' Schools,
then just select the school to sign up on motorsportreg.com*

And don't forget to sign up for the Saturday Night Dinner!

Headquarters Motel –
Quality Inn and Suites – 419-886-7000

HELP WANTED

The BMW CCA Buckeye Chapter needs you!

Positions available in all Areas for enthusiastic members who want to make a great club greater. Make your chapter better. Get involved!

ALSO: The *Driving Light* needs ads to grow, so we're looking for an advertising coordinator. Not difficult, but important. Contact Dohn Roush.

For those of you enjoying your Bluetooth, iPod Connectivity and Sat Nav, not to mention the generally stellar performance from your newer BMW, I will just remind you that there is a community dedicated to vintage BMWs, as well. In fact, the largest vintage BMW event is called simply, “The Vintage”, and is a pilgrimage for this community, held every Memorial Day weekend (mostly Friday and Saturday) in Old Salem, a unique venue in Winston-Salem, North Carolina.

I’ve always loved older BMWs. I have owned my ‘72 2002tii since 1987. It was about the best car you could buy in 1987 for \$4000. I have many friends with 2002s, E9 coupes, Bavarias, etc. I have been smitten by pre-war 328s for years. My Dad owns a new 335i, and while it is in most ways an astounding car, I’ve always preferred the smell of gas and oil, the feeling of cranking back the sunroof, listening to the radio stations fade in and out; the sensory experience that the older cars afford you, with their lack of modern conveniences. Not to mention the sounds of parts slowly going bad, breaking, or falling off unexpectedly. Owning an older car is a series of adventures, small and large.

The Vintage event has always intrigued me, but being over Memorial Day, I always had something else to do. I decided that I really needed to attend, and in the dead of winter made hotel reservations at the main hotel, the Hawthorne. That way I knew I would go. I had committed. Oh, the tricks we play on ourselves.

Several folks were going down from Ohio, our loose club of the “Rivertown Gearbusters” discussing and scheming about logistics. In the end John Blake and I ended up driving his 1988 528e. This is no normal “e”... ‘88 is the only year of the “super eta” motor – 6 or 7 additional horsepower! The tailored, Stock-Broker-Gray car (nicknamed “the Shark”...well, okay, we know Sharks are 6-series, but John’s wife says it’s more a predator than Delphin.) was purchased for a pittance, and being as it was a Chicago car, John encouraged me to “not look underneath it, under any circumstances”.

Staying true to the adventure theme, the

car features A/C, but it doesn’t work. Luckily, most of the windows go up and down, and the sunroof also moves back and forth, for the most part. With older cars, you don’t take these things for granted.

Everyone’s friend Jim Denker, from Dayton, was heading down earlier Friday, and we were meeting at the hotel Friday evening. Jim drove his ‘75 2002, a car which has covered a lot of miles this year, going to several vintage BMW events. Jim has the unique ability to meet and engage every person at a BMW drive. A great person for John and I to cling to.

Fortunately, it only was about 129 degrees the entire weekend. We left Friday at around 1:30pm, cleverly waiting to drive during the peak heat of the day. After running into an accident scene (we never saw what stopped traffic, only a waft of smoke) on Route 35 in West Virginia, we had to double back, which cost us some additional time. After many texts from Jim, who was already in Winston-Salem, and my wife, wondering where on earth we were, we arrived. Driving through West Virginia my iPhone was on some truly dubious-sounding cell networks. I figured I probably was charged \$10 per letter for some of those texts.

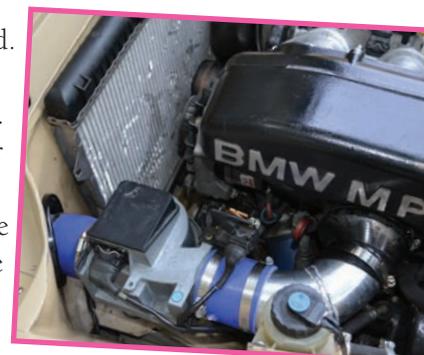
We arrived in Winston-Salem at 10pm. We were wind-blown, and mostly melted from the heat. The Shark seemed fine. The parking lot of the Hawthorne was jammed with the most mind-boggling assortment of vintage Bimmers I’ve ever seen. It was complete overload. It was that feeling of seeing cars in person that you read about on message boards or magazines, and then having that car right smack in front of you, with the owner present to tell you all about it! Very exciting. Many folks came in Friday for the events that day, and they said it was challenging not to stay up all night looking at cars, meeting friends new and old, sharing some adult sodas, and gabbing. Note to self:

CONFESSIONS of a VINTAGE Virgin

Story and photos
by **Scott Aaron**



A little Zymöl, a little elbow grease, and Voila!



*Stock, schmock.
More power!*

Next year bring a lawn chair and a cooler.

Saturday AM we went over to Old Salem, only a mile away from the hotel. Beautiful old colonial buildings, surrounded by huge old trees, was the setting. Picture being in a mini-neighborhood from 1780, and you get the picture.

The cars were all parked up and down the main street. We parked the Shark amongst beautiful E28 M5s. We were joking that people should pay us to park next to them – we were making our neighbors look really good. One of the best aspects of the Vintage is that it is a gathering, not a car show. Cars in all conditions were present, the one thing they had in common was an enthusiastic owner.

Jim ushered us down the street to meet some folks. The cars were incredible, and the people very approachable and enthusiastic, so we ended up traveling about 20 yards in two hours. Everyone was having the same experience – “hey, we’re talking about old BMW minutia, and no one is glazing over, and my wife isn’t elbowing me to change the subject because no one cares about custom-made cupholders for 2002s except YOU”. We ate some quick lunch (I dropped some cole slaw on the trunk lid of the Shark, but John didn’t see that) and continued on.

The cars consisted of many 2002s, E9 coupes, E28s, and E30s. The 2002s ranged from immaculate low-mile cars, to an Alpina version (only known survivor of 3 made), to cars in the process of being fixed up. Amazing variety of cabs, touringis, tiis, and of course the 2002s with the E30 M3 motor (usually badged “M2”). Just looking at the variety of wheels, seats, steering wheels, and interior mods on the 2002s alone could have been an entire archaeological project in and of itself.

The E28s were great. Lots of M5s, as you can imagine, but what was amping up the crowd were the Euro versions – you could get colors other than black with a tan interior, so those cars created a stir. They look great, too, without the big bumpers the US cars had.

There were a few folks that had come down from Canada, and their cars were a bit different as well. Personal highlight was meeting a nice couple with a beautiful 524td – it was in great condition, and with roof racks, it was their “kayak car”. There were two td’s there. I don’t know when the last time I saw one in person – probably the ‘80s.

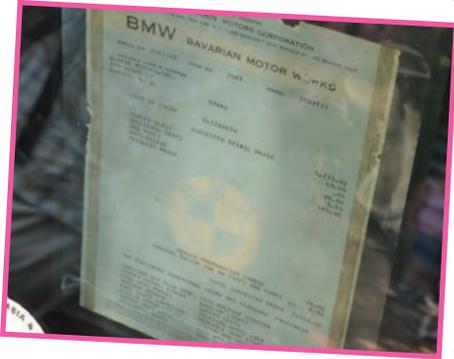
The E30s were represented in strong numbers. There were cars that looked brand new, and cars that had engines that were far from stock, and in some cases, never even offered in that body. Saw some later M3 motor swaps, and some turbos. There were two “rat rod” versions that I saw, including a pickup! I think my favorites were the cabs, though. They look great with the later, smaller bumpers, and the owners were all smiling as they drove by. Looks like a good way to go.

The event in old Salem started to wind down around 4pm. John, Jim and I went to a nice dinner in a restaurant built in an old train depot, and retired to the A/C of our room for a bit. We were given a suite of sorts, so we could relax and talk about cars for hours.

Jim’s 02 developed a coolant leak Sunday AM, as we crossed the Virginia state line. So we consulted several experts on the phone, and ultimately decided to press on toward home. We put the 02 in the lead, with the Shark behind. That way if the water pump failed, we would both be able to pull off the road safely. Luckily, the car made it all the way back to Dayton without incident. I never saw one drip of coolant come out of the bottom of the car. Miraculous. Just needed a “burp”.

By the time we got back to Cincinnati, the Shark mostly shrugged off a fluctuating idle condition it had for the last few months. John declared it a victory of “the German tune up”, which consists of driving your car at 80 mph. For two days.

All in all, it was a great time. The community around the old BMWs is very strong. It is ultimately of manageable size as well. I feel like if I went to Vintage every year for a few years I could get to know the majority of the folks that are so enthusiastic about the cars that helped build BMW’s reputation into what it is today. ■



Yep, that’s the original Monroney. It was \$5,558.45 for a tii, including \$35 for dealer prep and \$3.55 for anti-freeze.



The real-deal Alpina (Killer wheels, too!)

Lord Vader, your car is here...



CINCINNATI AREA NEWS

Marcia McClure, Cincinnati Area Governor

Rarely a day goes by that I don't talk to someone I've met through the BMW Car Club and become friends with over the years. Some of my closest and most trusted friends are ones I have met while talking about or playing around with cars. This past year has been challenging for me personally, and I have come through with flying colors, with a lot of help from my friends. The older I get, the more I realize how important it is to have these special folks in my life. And I like to think I fill some gaps in their hearts as well.

So enough of the mush!! Case in point – my boyfriend (whom I met through the car club) and very dear friend of mine had a non-car-related “accident” this past weekend. Although none of his car buddies were with him at the time, as soon as the word was out they were all standing in line to see what they could do to help. They helped out by cooking food, moving furniture to make his place more “gimpy accessible”, even offering up their

trusted automatic BMWs for him to drive! And our friends were not making these offers out of pity; they were offers of true friendship and unselfish desire to help. This all gets back to my original theme – IT'S NOT ABOUT THE CARS!

Thank you all for offering your support and stuff. And he may not be racing at O'Fest this year, but wait till you see his 1-legged scooter! Watch Out!

Cincinnati has had a great summer so far, with meetings at Enthusiast Auto, Jake Sweeney BMW and The Dingle House (a new location for our area). We will not have a formal meeting in September due to O'Fest, and will be back at The BMW Store in October to talk, share about all the fun and and lie about how fast we drove at Mid-Ohio – so you won't want to miss it!

Thanks to everyone who has come out to our meetings this summer, and keep bringing us new ideas for meeting locations and events to try out. The more places we go the more friends me make, and believe me, it's contagious!

See you at O'Fest! ■

COLUMBUS AREA NEWS

George Saylor, Designated Writer

Well, what have we been up to? For Columbus, mostly the same old stuff. But it seems to work. There are new faces at almost every meeting. Now that O'Fest is coming to Ohio we have more members who want to get involved, and that's always a good thing.

People who are put in touch with me about the Club usually ask “What is it that the Club does?” My response is “Typically – everything.” I'll then inquire as to the interests of the caller. “Yup, we can help with that.” “We can tell you all about that one, too.” The great thing about our Area, and the Buckeye Chapter, is the diversity of members, interests, and abilities. New folks can become overwhelmed by the knowledge and helpfulness of our members. The best thing about Columbus Area meetings is that there is always something for everyone.

Tim and Jaynee Beechuk did a great job putting on the Buckeye Chapter's first Tire Rack

Street Survival School in Columbus. While you would think the biggest challenge would be rounding up volunteers and/or students, it's really finding a place to host the event. But perseverance paid off and the Beechuks found a lot at The Continent right off I-71.

Discounting the fact that a local business owner mistakenly claimed the lot as his own (and not that of the company which actually owns the property) things went very smoothly. BMW CCA and the local SCCA (Ohio Valley Region) contributed significantly to the success of the school.

I think the ultimate measure of satisfaction came from not only the enthusiasm of the students, but also the fact that there was some concern later in the day about tires rolling off the rims! Check out the Buckeye Chapter Facebook page for more praises of our membership.

To wrap up, I'd like to relate a little story about a soon-to-be new member. I received a call from a local repair shop asking if it would



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Scenes from the Dayton area meeting at Evans Motorworks



be OK to give my phone number to someone interested in the club. “Sure!” A few days later I get a call from a gentleman (I’ll refer to him as Mr. J). He has an E46 and inquired if our club did car shows. “Well, not really, but we do participate in local shows and other clubs’ events. Mr. J then asked the usual questions like “Where do you order parts?” “On-line, typically from suppliers who can provide OEM parts.” Mr. J replies “I’m not on-line and I only have a cellphone for emergencies. But I did get a copy of the BAV Autosport catalog.” That’s a good start. Mr. J also explained that he has been involved with building and working on cars for a long time. He also bought a Haynes manual for the E46. “Ah, Mr. J, you might want to make your first order from the BAV catalog to be a Bentley repair manual for the E46.”

I informed Mr. J about the upcoming Street Survival School and perhaps he’d like to come out and observe. Just prior to lunch Mr. J arrived and we were formerly introduced. We went through much of the same dialog as our phone conversation. Mr. J has owned A LOT OF CARS, mostly American muscle. He came into possession of the BMW just by chance. He never intended to keep it, as he rarely keeps any car for an extended period of time. He currently owns a Corvette and a few other cars.

Mr. J sold just about everything else and kept the E46. He was very impressed and plans to keep it a little longer than the other vehicles. Thank you Mr. J – you made my day! ■

DAYTON AREA NEWS

Chuck Craves, Dayton Area Governor

The Dayton Area has been busy for the first half of 2012, but the second half is about to kick into overdrive. In May we met at our normal location, Brixx Ice House, in downtown Dayton, but due to requests by some members we will be moving, so this was probably our last meeting there.

In June we met at a location we haven’t been to for a couple of years, Evans Motorworks, formerly Frank Z Imports. Due to the transition from Frank Z to Evans, special events were put on hold until new management got up to

speed. But now we are welcome, even invited, to hold meetings there again, so I anticipate a return to frequent meetings there. In July we met at what could become our new meeting location, TJ Chumps in Fairborn. The location is centrally located in the Dayton area and is very easy to get to, being just a few yards off I-675. They also have two other things we require; good food and BEER. I think we have a winner.

The schedule of events for the Dayton Area for the next six months is as follows, so mark your calendars:

August 28 – D&D Classic Auto,

2300 Mote Drive, Covington, Ohio

September 25 – Euro Classix,

3171 S. Dixie Avenue, Moraine, Ohio

October 23 – Voss Village BMW,

620 State Route 725, Centerville, Ohio

November 27 – The Citizens Motorcar Co.,
America’s Packard Museum,

420 S. Ludlow St., Dayton, Ohio

December – No meeting, Merry Christmas

January 22, 2013 – TJ Chumps,

1100 E. Dayton-Yellow Springs Road,
Fairborn, Ohio

All the events start at 6:00 P.M., with the exception of the January 2013 meeting at TJ Chumps, which will start at the normal 7:00 P.M. No food or drinks will be provided except at Voss Village BMW, who always provide pizza and soft drinks/water, and of course, TJ Chumps, which is a restaurant. ■

TOLEDO AREA NEWS

Phil Ross, Toledo Area Governor

Your Toledo Area Governor has been traveling a lot lately and not very attentive to Area business. I was out of town for the July meeting, and when I returned for the August date no one joined me for the regularly scheduled meeting. I hope I didn’t overlook you. That being said, I can testify that the BMW marque is alive and well in China, England, Estonia, Lithuania, Latvia, Russia, the Netherlands, Sweden, Denmark, Norway, and Germany. We dodged the Queen’s Jubilee, Wimbledon and the Summer Olympics, but had a great time, with long days that never ended while inside

the Arctic Circle, where the Midnight Sun was working overtime. When we got home, my wife had some foot surgery that requires 90 days of no-weight-bearing, so I'm learning new tricks of caregiving as she learns what life as a monopod is like.

Hope your summer has been eventful

GIRLS GONE DRIVING by **Nicky Schardt**

...and driving...and driving...

Ironically, this year has been more about going to races instead of actually doing the racing. While I'd rather be behind the wheel, the smell of rubber and race fuel still tingles the hairs on the back of my neck and I can't wait to get to the track, even as a spectator. This was the first year, too, that Steve's oldest daughter really became interested in learning about cars and the business of racing (I'm sure there was a fraction of interest in the "boys" who drove the cars, too). So she decided a trip to Watkins Glen for the six-hour Grand-Am event would be her inaugural event.

Don't get me wrong, Taylor has been to dozens of races as a child, but there's a big difference when you are dragged there by your family instead of going on your own accord. In preparation, she was required to learn the finer points of wheel repair, and had a crash course in all things Grand-Am. She survived a hot and sweaty day in the shop, with patient teachers who reminded her how a tire stem works and why the nozzle has to face outward. While warned of the less glamorous points of the racing business, especially in the heat we had this summer, she was still gung-ho. We piled her into the back of the truck for the nine-hour trip to northern New York, and away we went.

After the initial excitement wore off, and what seemed like no less than a million questions later, not to mention the inadvertent miscalculation of the GPS and a long route around the mountain, we arrived safely at the top of Watkins Glen. After a quick wash of the

and is leading up to the imminent September Oktoberfest in Columbus. It is sure to be another great time to gather and enjoy our cars in the company of friends, in a reunion-like atmosphere.

Let me know what you'd like for the Area to be doing in the future. ■

truck and trailer, Taylor held up her end of the bargain by being a terrific helper. Since there was no racing that day, we girls toured around the track in the golf cart so Taylor could get an idea of the uniqueness of this track versus Mid-Ohio, which is more familiar.

Believe it or not, I just happened to have met the president of Watkins Glen, Michael Printup, on my flight home from the Daytona 24-hour race in January, so we rang him up. Michael is a great guy, and generously allowed us in their VIP venue for snacks and a great view of the "esses". We were thankful for the air conditioning, but warned Taylor that this was a super special treat and not to get too used to living so high on the hog. Since we were going to be at the track a few days, we also made a trip to the famous Seneca Lodge, where I think she was more impressed with the burger she ate than with the racing history, but, then again, she is a teenager after all. "Uncles" Nick Bagnoli and Bob Habel also spoiled Taylor with homemade fudge and other treats over the four days we were at the track.

We had a lot of wheels to fix, people to meet, cars to see, (boys to ogle too, apparently) and while Taylor did a great job, I could tell she was ready to go by Saturday afternoon. We packed up the trailer and headed to the track for the pre-race festivities, where Taylor was awed by the crowd (and the boys). We watched the first few laps of the Continental Race and then started to head home. After nearly four full hot days at the track, Taylor zonked out in the back seat of the truck for most of the way home. We didn't see her until around noon the next day, but I can't blame her much. I hope she had as good a time as we did, and if there is a next time, I have a feeling she'll opt for a track closer to home. ■

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Go to www.buckeyebmwcca.org for the latest event information, maps and updates.

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