

THE ALLEGHENY APEX

*Friends don't let friends miss apexes
and the chapter won't let you miss the news.*



BMW Car Club of America • Allegheny Chapter Newsletter • SPRING 2017



**The Car that
Started it All**
History of the 2002

Dust Off Winter!

Scenic Drive to Somerset Set
for Third Annual Dust-Off Drive

**Election
Results**
2017 Board Inside

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LouAnn Shirk



UPCOMING EVENTS

CHAPTER EVENTS

Third Annual Dust-Off Drive -
April 22 @ 9:45 am - 5:00 pm

Annual Spring Drive - May 20
@ 9:00 am - 5:00 pm

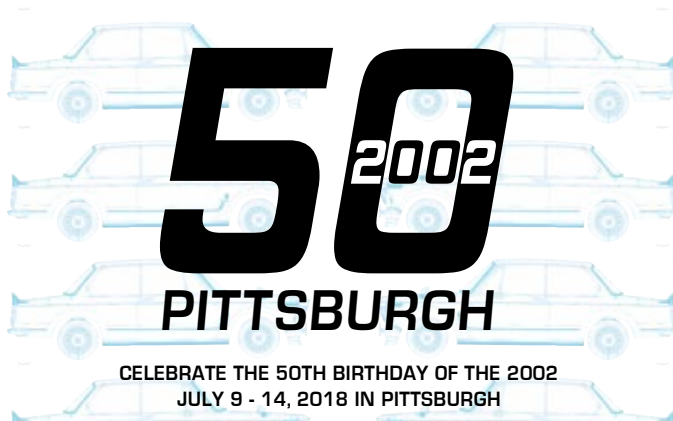
Social Event - June 8 @ 6:00
pm - 10:00 pm

EVENT APPAREL

The Allegheny Chapter has partnered with Log Cabin Embroidery to provide you with a wide selection of club logo apparel.

The Log Cabin Embroidery offers a wide selection of shirts, hats and garments that can be customized with our logo.

For detail or order inquiries go to: stiches@logcabin-embroidery.com



A NOTE FROM THE EDITOR

Team Makes Happen

BY JOHNA SNYDER

The Allegheny Apex Editor

This newsletter was not a solo effort and I would like to thank the ROCK stars who assisted: Allen Christian, Emilio Veneziano, Tom Dressel, David Rose, Chris Williams, George Snyder, Lisa Craig, Michael Sanchez, Minuteman Press/Downtown, Marianne Meehan, George Mitchell, Lori Jackson, Mike Burroughs,

Brett Sutton, Melissa Cunningham, Darlene Lipovsek and finally to those who have placed their ads with us.

Their contribution to the newsletter not only makes it special but allows us to continue to bring you the news in full color. Please consider these ads the next time you are in need of their services.



COVER PHOTO BY DAVID ROSE,
GREEN MOUNTAIN CHAPTER

BMW Car Club
of America
Allegheny Chapter



A NOTE FROM THE PRESIDENT

Committee Plans Fun Events

President Thanks Volunteers A Time, Service and Excellence

BY GEORGE SNYDER

Allegheny Chapter President

As I sit here looking outside at a fresh white blanket of snow, I think about the recent weather and how it felt that we might be so close to getting the cars out, washed, waxed and ready for an early driving season. Well so much for that eh?

The Chapter has been its busy self, with the calendar reveal, the Post-Holiday Party

and the Annual Meeting. Also before this will be published we will have the Bowling event at the Meadows and will be finalizing the Dust off Drive details along with the Spring Drive details as well.

Brett Sutton has been busy as a bee as well getting all the details sorted out for PVGP and the Historic races this year.

Brett Sutton has been busy as a bee as well getting all the details sorted out for PVGP and the Historic races this year.

Keep in mind that July is always PVGP and we always need volunteers

Quick thank you's to Marianne Meehan, Allen Christian, George Mitchell, Emilio Veneziano and Brett Sutton for the events that they have planned and for the hard work that they are doing behind the scenes. I do apologize if I missed anyone.

Before I forget, Congratulations to the Board for 2017. Welcome Emilio and Allen to the Board. Thank you to all the board members for stepping up and making the Chapter what it is.

In closing – keep your eyes open for updates for the Chapter and it's events via your

email, the Chapter's Facebook page and the Chapter's Twitter account.

As always, we are looking to have you the members share your ideas with us or volunteer to host an event, whether it be a social event or a weekend drive or a getaway drive.

To all the members – thank you for continuing to make the Allegheny Chapter a great place to belong to.

Whether it be your 1,2,3,4,5,6,7 – X series, M series or Alpina's – hopefully soon the temps will warm the snow will disappear and the sun will be on our face and the wind at our backs while we are out enjoying our BMW's.

CHAPTER FUN

Members Enjoy Annual Party

Chapter Celebrates at Post-Holiday Party with Club Spirit

BY AL APEX

This year's Post Holiday Party was held at Olivia's in Coraopolis, Pa in the Victoria's Room. Still decorated for the holidays, the atmosphere was perfect. Appetizers, a terrific buffet and the perfect ending was the fondue bar for dessert. This year there were a number of generous sponsors who donated amazing gifts...there

were even a few from Santa. Lots of laughter, meeting of old friends and new...it was great to see everyone smiling and having a good time. Thank you to all of the Chapter members who were present at the Post Holiday Party this year and for making the Allegheny Chapter such a wonderful chapter to belong to.

SEE MORE PHOTOS INSIDE!



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Chapter Plans Scenic Drive

BY AL APEX

Join the Allegheny Chapter
on Saturday April 22 for a lei-
surely, scenic drive to Somerset,
PA

A buffet lunch at the Oakhurst Grille includes a soup salad bar, a hot foods bar, and a dessert bar for \$16.60 which includes beverage, tax and tip, and is payable with the RSVP.



SATURDAY, APRIL 22
9:45 AM

SCENIC DRIVE WITH VISITS TO:

- OAKRUST GRILLE
- GLADE'S PIKE WINERY

Following lunch, you may wish to stop at Glade's Pike Winery to sample some of their offerings before heading home via the Turnpike.

We will leave from
Panera Bread on Rte 22 in

Murrysville at 10am; please be there by 9:45 for the Driver's Meeting.

Let's get our beauties out of the garage and off of their trickle batteries!

Please RSVP by 4/17.

Pitt Race Sets Autocross Dates

Series Events
Begin May 13

BY AL APEX

Intro to autocross will be from 9:30 am to 11:00 am and will include a novice drive through.

All autocrosses run from 12:00 pm -4:00 pm with timing and scoring starting at 2:00 pm.

Everyone will have three timed runs that count towards the series if you sign up for the series.

It's strongly suggested showing up an hour early to walk the track.

2017 DRIVING CALENDAR

Pittsburgh International Race Complex
201 Penndale Road
Wampum, PA 16157



Ir.....

First Autocross

June Autocross

July Autocross

August Autocross

September Autocross

October Autocross

Street Survival

.....

May 13th, 2017

June 10th, 2017

July 16th, 2017

August 12th, 2017

September 10th, 2

October 7th, 2017

September 24th, 2017



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Bobby Rahal BMW of South Hills PRO TECH TIP

Many of you have a classic BMW that is stored for the winter. With winter almost over it is time to think about bringing your classic back out. Here are a few tips to be sure your BMW is ready for summer.

All the fluids levels and condition will need to be checked. Engine oil, coolant, brake fluid and washer fluid are just a few. Some of the fluids will absorb moisture while sitting in storage, this can be caused by temperature fluctuations.

Brake fluid is designed to absorb moisture to prevent rust forming on the inside of the brake components. Many classic BMWs had an annual service change interval for the brake fluid.

Coolant should be checked for level and temperature range using the proper tester. The temperature range of the coolant should fall between -30 degrees and +260 degrees Fahrenheit. A 50 – 50 mix of BMW coolant to water will give you the correct range.

Check and adjust all tire pressures to the proper specification, this is found on the driver's door label or in the owner's manual. This is also a good time to check your tires tread depth, a depth of 5/32 of an inch is approximately half way thru the tire life.

When you first start the vehicle let it run at idle till it reaches operating temperature without over revving the engine. This will allow the oil to reach all areas of the engine with the least stress. After operating temperature is reached shut down the engine and wait 5 minutes then check the oil level.

These simple steps will guarantee you a summer of fun with your BMW.

- Mike McMurray

Shop Foreman, Bobby Rahal BMW of South Hills



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FEATURE INTERVIEW

Member Becomes Contributor

Q & A with Melissa Cunningham, National Roundel Columnist

BY JOHNA SNYDER

If you have not already heard, our very own Melissa Cunningham is the newest contributor to the Roundel magazine. Her "Mini Column" is anything but mini and has been well received among enthusiasts everywhere. In between writing her articles, Melissa took some time to answer some questions so we can learn more about the woman behind the column.

Johna Snyder (JS) - Tell us how you got into racing, and specifically autocross?

Melissa Cunningham (MC) - I wanted to learn how to drive the first car I bought which was a manual 1994 Honda Accord. I lived in central Pennsylvania at the time near State College. I heard of autocross from some fellow students at Penn State. So I went to my first autocross in 2004.

JS - Can you tell us about your experience? (as far as what

you've done behind the wheel and such)

MC - Every year I have tried to visit a different road course. I joined the BMW CCA originally for the access to the major road courses through driving schools. I have been to Watkins Glen (NY), Road America (WI), Lime Rock Park (CT), Mid-Ohio (OH), Barber Motorsports Park (AL), Pitt Race (PA), Laguna Seca (CA), New Jersey Motorsports Park (NJ) and Virginia International Raceway (VA). Some people like to vacation and go to the beach I just prefer to go to the track!

JS - Which is your favorite and why?

MC - My favorite track so far is Lime Rock. I only did a one day driving school there. The track is not allowed to host events on Sunday. I still have yet to put a perfect lap together at that course. It's simplistic and complicated all at the same time. I also had the privilege



of competing in the 24 hour of LeMons race. My friends had a Honda De Sol and asked me to be a part of their team to run at New Jersey Motorsports Park. The experience is unlike any other. It's amazing how much time and effort goes into a \$500 car to run in those races.

You may see a new way to go through a course. Also, if you feel comfortable with it, have an experienced driver drive your car. Ride in the car while the experience driver drives your car. You may find new techniques or driving lines while you are in the passenger seat.

JS - What's the best tip you can give somebody trying to learn to autocross, or better their autocross times?

MC - Ride with as many drivers as you can. If that organization has a "novice" walk through to go through the course take advantage of it.

JS - On that same note, what's more important...the driver, or the car?

MC - I always thought that the driver experience is more important than modifying the car. A fast driver can make a stock, low horsepower go really fast.



FEATURE INTERVIEW

JS - What's been your favorite car to race or autocross with?

MC - I must admit that the MINI is still very fun to autocross and be on a road course. I am excited to autocross my 1998 M3 that I bought last August. The M3 is my first rear wheel drive car.

JS - What are some of the mistakes you see a lot of "newbies" make?

MC - They want to throw money at the car and modify it. Invest the money in yourself behind the wheel.

JS - Who's faster...you or Zac? And how often do you go head-to-head?

MC - I must admit that Zac is faster at autocross. I however am faster on a road course. Like any good relationship it's about compromise.

JS - Who is the most interesting person you have met at the track?

MC - I can't recall a single person. I am so thankful to have met so many people through the BMW CCA.

JS - Do you have a personal philosophy or motto when it comes to racing?

MC - I don't think I have a motto per se. I always tell my instructors at driving school "you see how this MINI is now? This is how I am taking this car home. Well with less thread on the tires and less brake pad material."

The instructor normally get a chuckle out of that.

JS - Who first influenced you to race?

MC - My late grandfather got me into cars when I was younger. We worked on classic and antique cars. Then I started to ride horses. I found that cars were faster and traded a horse for cars.

JS - What would you tell someone who is thinking about racing?

MC - I would tell them that cars and Motorsports are not cheap. So I had to make adjustments to be able to continue the track time that I wanted. For example, I got 16" wheels for the MINI since the replacement cost of the tires are generally cheaper than the larger sizes.

I am so thankful to have met so many people through the BMW Car Club of America.

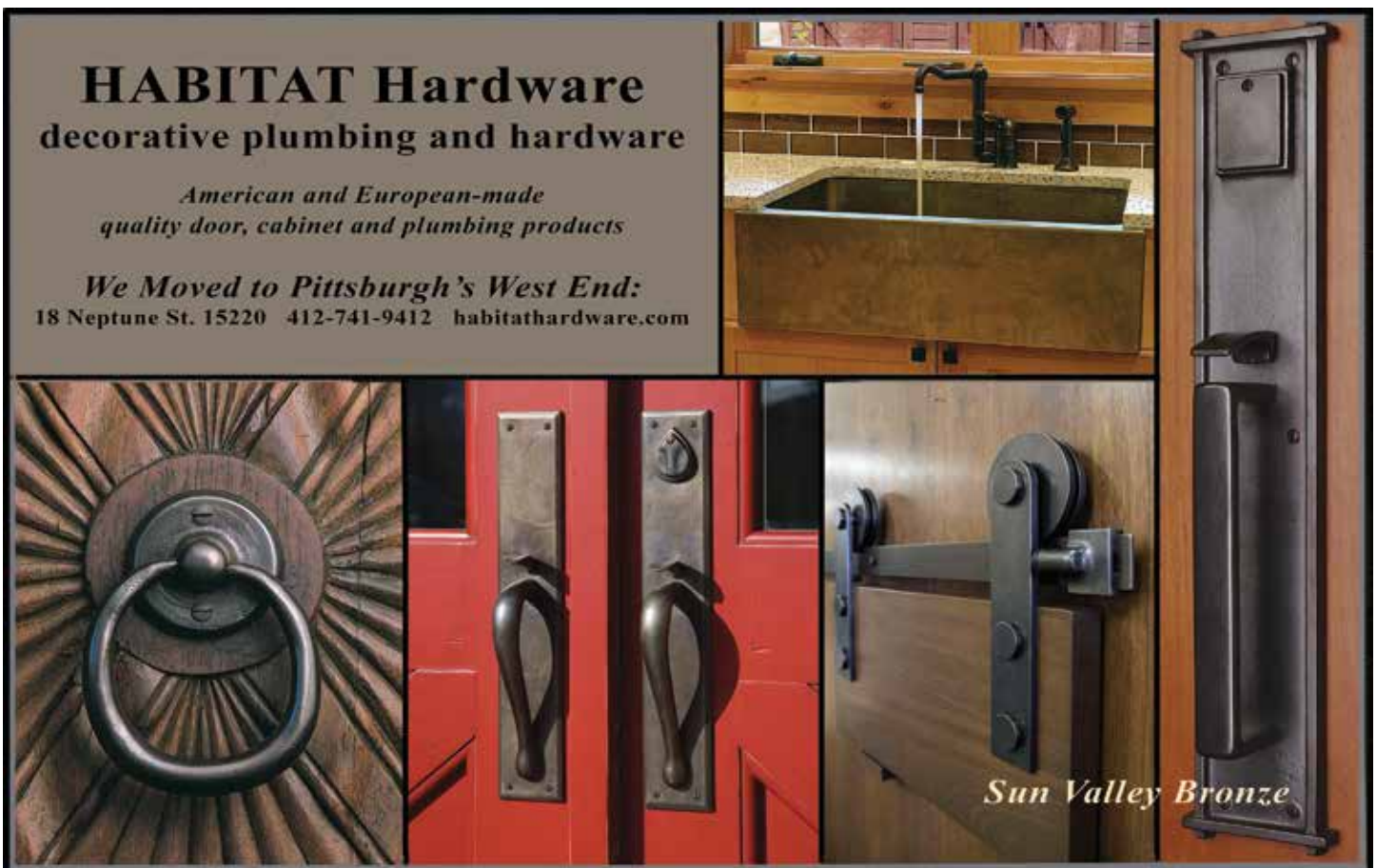
- Melissa Cunningham, Roundel Columnist

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EVENTS

2017 Auto Show a Success

Chapter Thanks Volunteers for Promoting Club at Event



PHOTOS BY TOM DRESSEL

BY AL APEX

We had yet another successful Auto Show! Mid-February always brings to the Convention Center all that is new. New styling, new features – a one-stop shop for anyone looking for a new ride and plenty to check out

if you are a car enthusiast. As with past years, the chapter had a table inside the BMW section of the Convention Center.

Our volunteers were present to answer questions and talk about the club.

A special thank you to all of you that took the time to pro-

mote the chapter: Mike Nicoletta, Gary and Arlene Sefcik, David Booth, Harry Titus, George and Johna Snyder, Emilio and Francesca Veneziano, Pete and Kathy Stipanovich, Greg Calvi-

montes, Jenn Lips, Dave Welsh, Bud and Deb Kuhn, Dick and Jan Kirik, Jonathan Webb, Suzanna Juriga....and especially Marianne Meehan who has once again spearheaded the effort.

The chapter had a table inside the BMW section of the Convention Center. Volunteers were present to answer questions and talk about the club.



FEATURE

History 2002:

A Lesson About the Car that Started it All

BY MIKE BURROUGHS



The 1500 is hardly the car the world remembers as a truly classic BMW. Instead, the 1500 was over-shadowed by its smaller, more nimble, and cheaper counterpart: The '02.

1960s

There's nothing worse than wild inaccuracies, and there's no question that BMW fanatics are shaking their heads. I can hear it now: "The BMW 'New Class' began with the 1500 in 1961, and the 1602 didn't come out until 1966!" BMW's post-war brand owes everything to the success of the New Class 1500 sedan; its sales allowed the company to pay its shareholders due dividends for the

first time since the early '40s. However, the 1500 is hardly the car the world remembers as a truly classic BMW. Instead, the 1500 was over-shadowed by its smaller, more nimble, and cheaper counterpart: The '02.

The "02" series was initially introduced as the 1600-2, with the "2" denoting it as the coupe-based counterpart to the 1600 sedan of 1966. The market called for something less

appointed and more affordable than the sedans BMW was rapidly growing a name for, and as such, BMW's design director, Wilhelm Hofmeister (of Hofmeister Kink fame, which began on the 1500) assigned the 02 project to two staff designers - Georg Bertra, and Manfred Rennen. The to-be coupe was based off of the 1500 platform, however, it was changed rather radically, featuring a shorter wheelbase and lighter weight. Most importantly, it possessed a unique style that, in time, could become iconic in the automotive world.

When the 1600-2 (which later earned its own name as the 1602 in 1971) was unveiled at the Geneva Auto Show in March of '66, it was fitted with, unsurprising to those familiar with BMW's model nomenclature, a 1.6-liter inline four cylinder M10. The power output was a mere 85 horsepower at 5700 RPM, and the torque output wasn't much higher - 96-lb-ft at 3,500 RPM. However, the car pos-

sessed a spirit not found in any BMW prior. The unibody construction was relatively standard at the time, however, the New Class (and therefore '02s) were the first BMWs to feature McPherson front struts. Out back, the cars featured independent semi-trailing arm rear suspension, which was very uncommon - yet was responsible for much of what made the '02 so fun to drive.

By 1967, the fun had been realized. Publications left and right had praised the coupe, and even the 1500 sedans, for their nimble handling and their impressive quality. The \$2,600 price tag, just \$18,000 in today's dollars, put the car within reach of almost any automotive enthusiast. But of course, the people wanted more. Fortunately for them, it was in a time when auto manufacturers were happy to oblige. To follow, BMW had taken the M10 and upped the compression to 9.5:1 - and paired with dual Solex PHH side-draft carburetors, which pumped out



FEATURE



an extra 20 horsepower. The resulting "02" was sold as the 1600TI.

It wasn't, however, sold in the United States, which left BMW importer and Automotive Hall of Fame-er Maximilian Hoffman begging the big wigs at BMW for a "sporting" version of the '02 that he could sell stateside. Fortunately for him, as legend has it, Alex von Falkenhausen, designer of the M10, and Helmut Bönsch, BMW's Director of Product Planning, had both fitted 2.0-liter M10s to their 1602s for personal use.

Once the two had discovered that they had both made the same changes to their personal cars, they joined forces and met with BMW's board to propose a 2-liter version of the 1602 - a "2002."

The following year, in 1968, the 2002 was born. Two variants were offered - a single-carburetor-fed base-model that mustered up 100 horsepower, and the dual-carb high-compression "TI" that pumped out 120 horses - a staggering 45 more than when the New Class was introduced just a few years before. With only 2300 pounds of weight to lug around, the 2002 was a serious blast to whip through corners.

1970s

Even better, by '71, the "execs" at BMW had approved a replacement for the "TI," including fuel injection which added yet another 10 horsepower to the ever-growing heart. By '73, the world had fallen in love with the 2002, and to ice the cake, BMW

brought the first turbocharged production car to the European market - the 2002 Turbo. Just shy of 1700 of these fast-flying race-inspired machines were built, yet the lucky few that were to attain them found themselves behind the wheel with 170 ponies and 180 lb-ft of torque on tap.

It's no surprise as to why the 2002 and its siblings are one of the most iconic cars BMW has ever built - and furthermore, one of the most iconic cars of the '60s and '70s.

1980s & 90s

The 2002 can in many ways take the credit - all of it - for what BMW grew to become through the '70s, '80s, and '90s. But the 2002 did more than just inspire the 3-series lineage and generations of cars to come: the 2002 has inspired generations of people. From those who were there to see the car in its first few moments, to those who are just now seeing one for the first time, it's hard to deny that there's something enamoring about the quaintly cute coupe.

The car has started beginnings for many - fathers across the board have stories of their first 2002, and the snowball

effect that followed quickly. Mom's can remember the adorable German car they fell in love with in high-school. Today, even the young community is snatching up the remaining cars faster than imaginable. The prices for clean examples continue to rise as rust-free survivors become increasingly rare. Restored variants are reaching values that I'm confident BMW never saw coming, and it's all due to a special bit of driving spirit and heart that few other cars seem to possess.

However, that only scratches the surface of the 2002's history, in which racing runs deep, and the brilliant minds at the likes of Alpina and AC Schnitzer took the "precious" little 02s and turned them into something only dreams are made of. High-strung racers pushed to the limits, with the bulged and widened fenders to prove it. Would we dare tease such a thing? You bet. There's far more to come, and this "pig-cheek" Alpina-fendered racer will have to tide you over until next time.

Editor's Note: This article was previously published at stanceworks.com by Mike Burroughs in July, 2013. He has graciously granted us to re-tell the story. Thank you Mike!

In 1968, the 2002 was born. Two variants were offered - a single-carburetor-fed base-model that mustered up 100 horsepower, and the dual-carb high-compression "TI"





Club Racing Announces 2016 Award Winners

National Champions and Rookie of Year Awards Given

BMW CCA Club Racing is proud to announce its 2016 National Class Champions. The National Champion is the racer in each class scoring the most points in his class while also participating and completing 4 race weekends.

B-Modified

Ralph Warren, Pacific Region, E90 M3

C-Modified

Will Vanjonack, North Atlantic Region, E36 M3

D-Modified

Wade Wilson, North Atlantic Region, 2002

H-Sport

Steve Liadis, North Atlantic Region, E46 M3

I-Prepared

Kevin Ogrodnik, North Atlantic Region, E36 M3

I-Sport

Dan March, North Atlantic Region, E36 M3

K-Prepared

Eric Nissen, South Atlantic Region, E30 325is

M3T

John G Paton, North Atlantic Region, E30 M3

Spec E36

Jeffery Quesenberry, North Atlantic Region, E36 325is

Congratulations to all of the Club Racing National Champions.

Rookie of the Year

The 2016 BMW CCA Club Racing Rookie of the Year Award, presented to the Club Racing rookie racer amassing the most points for the year is awarded to Steve Liadis.

Glen Lucas Memorial Award

The 2016 BMW CCA Club Racing Glenn Lucas Memorial Award, presented to the Club Racer that most represents the Spirit of Club Racing both on and off the track, is awarded to Ross Karlin of the New Jersey Chapter.

Karlin races an E-Modified E21 320i. As many of you know, he is an active member of the New Jersey Chapter in all things track related (ITS, HPDE's, Club Racing Schools and Club Racing) and has been a tremendous advocate of

Club Racing.

Both Driver awards are accompanied by a \$1000 monetary award.

Again, congratulations to all of our National Class Champions as well as our two Driver award winners.

The 2016 BMW CCA Club Racing Racing Rookie of the Year Award is presented to the Club Racing rookie racer amassing the most points for the year

The BMW CCA Club Racing Glenn Lucas Memorial Award is presented to the Club Racer that most represents the Spirit of Club Racing both on and off the track.

CHAPTER FUN





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Bricks Build Foundation

Allegheny Chapter Wins Bragging Rights in 2016 Challenge

BY AL APEX

In March, 2002, the BMW Car Club of America, an organization of over 70,000 members, formed the non-profit, tax-exempt charitable BMW CCA Foundation, Inc. Its charter under Section 501 (c)(3) enables the Foundation to establish programs to benefit the public in general, and BMW owners specifically.

Our vision is to be a living repository of BMW information and benefit the motoring community. Hence, the Foundation has established three ambitious initiatives:

- The Street Survival Teen Driving Safety Program

- Formed in April 2002 by the BMW Car Club of America Foundation, the Tire Rack Street Survival (visit) safe teen driving program was launched. With the help of several corporate sponsors (BMW of North America, The Tire Rack, and Liberty Mutual Insurance), Tire Rack Street Survival was initiated. Tire Rack Street Survival is built upon the premise that 'safe driving is learned by doing.' From the outset, Street Survival has always been hands-on and designed to go beyond the typical high school driver's education program. The program teaches students to avoid accidents by thinking and looking ahead. Tire Rack Street Survival is unique in that it offers students instruction in their own cars so that they learn the limitations of the car they drive daily.

- The Tire Rack Street Survival school is a safe teen pro-

gram designed to go beyond today's required driver's education and give teens across the U.S. the driving tools and hands-on experience to become safer, smarter drivers. Trained and qualified in-car driving instructors as well as classroom experience for each student.

- The Library, Archives and Museum Program

- To maintain a historical archive of all things BMW and BMW Car Club related and to make available to the public, technical, historic and general information on BMW automobiles and BMW related-organizations.

Additionally, the BMW CCA Foundation encourages the preservation of historic automobiles and items of historic value.

- The Library, Archives, and Museum Program will create a repository for BMW-related historical documents, literature and paraphernalia, providing club members with access to rare and interesting BMW artifacts while insuring their continued existence. The library and archive portion is developing very nicely and here are some of the services you can expect in the near future:

- The Conservation and Preservation Program

- The Foundation's Conservation and Preservation Program focuses on ensuring that the objects in our Archives and Museum are practically maintained to a condition that makes these objects accessible to our enthusiasts.

- Today the Foundation has over 50,000 objects in its inventory. The condition of these objects range from "new"

to "repairable". At least 95% of our objects are in good to excellent condition. The preservation program focuses on ensuring that these objects remain in that condition. Since the vast majority of these objects are paper based or artwork, proper preservation requires temperature and humidity control and storage solutions that reduce deterioration



2016 Chapter Challenge Results

In 2016, the BMW CCA Foundation announced a challenge for BMW CCA Chapters. The Brick Program's Chapter Challenge was a fun and affordable way for members to support the expanding Foundation Museum & Archive, and the vitally important Street Survival teen driving program. And of course, there's always bragging rights!

It is with great pleasure that we announce those bragging rights, and that we give recognition to those groups and individuals who showed exceptional commitment.

Tier 1 (500 and fewer members) Winner: Iowa CCA Chapter

- Second place recognition belongs to the Old Hickory Chapter!

Tier 2 (501 – 1,000 members) Winner – Allegheny CCA Chapter

- Second Place recognition belongs to the St. Louis Chapter!

Tier 3 (1,001 – 2,000 members) Winner – Sandlapper CCA Chapter

The Sandlapper Chapter is also the overall winner of the challenge- with the highest percentage of members purchasing a brick. Nice job, Sandlappers!

- Second Place recognition belongs to the Everglades Chapter!

Tier 4 (2,001 + members) Winner – National Capital Chapter

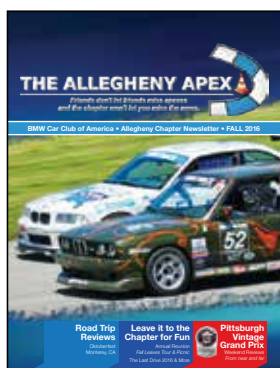
- Second place recognition belongs to the Tarheel Chapter!

Special Mention – While not actually a CCA Chapter, the Z-series Car Club of America (ZSCCA) also deserves a special shout-out for their participation in the program. Thanks Z-folks!

Please make plans to visit the Foundation when you are in South Carolina! See the bricks in person and check out our growing collection of BMW Memorabilia, Motorcycles and Automobiles!

Special thank you to Marianne Meehan who has been our champion in this effort of the Brick Challenge. We have requested photos of our bricks and as soon as we have our hands on them, we will pass along to you.

APEX ADVERTISING



ADVERTISEMENT RATES 2017 (COLOR ADS)

Ad Size	Width	Height	Rate per Insertion	Annual Fee (4 Issues)
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Half Page	7.5"	4.75"	\$275.00	\$900.00
Quarter Page	3.625"	4.75"	\$175.00	\$550.00
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Commercial	\$25 per Issue
Personal/Non-Member	\$10 Per Issue

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ARTWORK

Artwork must be submitted by the dates below two months prior to the publication date

Issue	Ad Artwork & Copy Due Date
Spring	March 1
Summer	May 30
Fall	September 5
Winter	November 24

ELECTRONIC ART

EPS, JPG, TIFF, and PDF files are preferred. Images should be supplied at 300 dpi. Bitmap images should be supplied at 1200 dpi. You must include all document fonts and placed graphics and a PDF proof of the ad. Please submit your contact information, name and phone number along with your copy and artwork if submitted separate payment.

PAYMENTS

Please send your payments with completed agreement to the Allegheny Chapter – BMW CCA, Attn: George Mitchell, 100 South 3rd Street, Evans City, PA 16033. You will receive a completed invoice for your records.

All payments are due with artwork submission deadline for the issue of publication. Missing payment deadlines may forfeit your ad placement for that Newsletter issue.

CHAPTER NEWS

Election Results are in

Club Announces New Board at 2017 Annual Meeting

The Annual Meeting was held on Thursday, February 9th, 2017 at Artia's PNC Park. Reports from the following people were presented:

Darlene Lipovsek -
Finances

Marianne Meehan -
Membership

Emilio Veneziano -
Website/Email blasts

Allen Christian - Social
Events

George Mitchell -
Newsletter Business
Jeff - Track and Driving
Events as well as Ofest
Tiffany Nolan - Election
Results

The election results are in!
Congratulations to every-
one elected!!

A special thank you to
Tiffany Nolan who served as
our Election Secretary this
year.

2017 CHAPTER BOARD MEMBERS

George Snyder - President

Emilio L Veneziano - Vice President

Darlene Lipovsek - Treasurer

Marianne Meehan - Secretary

Rudi Flavin - Member at Large #1

Brett Sutton - Member at Large #2

Allen Christian - Social Director





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CHAPTER FUN



CLASSIFIED

FOR SALE: 2002 745i, WBA-GL63492DP50576, 54,000 miles, \$8,400. Purchased used from dealer – less than 1 year old, Black Sapphire Metallic/Grey leather interior,

Cold weather package, Navigation, 6 disc CD, 2 sets wheels and tires, showroom condition – won't last long. Bill Dempsey, 412-489-3861, dempc@aol.com



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The BMW 2002 is practical, roomy and economical. But in spite of all that it isn't boring.

Most cars simply are not built to perform in such a way that driving becomes an end — not merely a means of getting somewhere.

The BMW, on the other hand, is.

If a single generalization could be made to describe all BMW automobiles, it would be that each is a unique combination not only of the refined luxury you'd expect in a costly European car, but also of the extraordinary performance you'd expect only in a sports car.

What is it that makes a car so impressive that — for six years running — the readers of Car & Driver magazine vote it "The Best Sports Sedan in the World"?

Technically, the 2002 is a combination of an exceptionally responsive 2-liter engine, legendary suspension, unusually reliable performance, innovative safety features, efficient use of fuel and practical use of space.

But, in truth, the 2002 is as much a product of a state of mind about building cars as the certain way it performs.

In an age of mass-produced status symbols, marketing geniuses and styling breakthroughs, the engineers at BMW concentrate on building the best driving machines it is physically and technically possible to build.

If the thought of owning such a car intrigues you, we suggest you acquaint yourself with your BMW dealer. And make an appointment for a test drive.

The ultimate driving machine.



Bavarian Motor Works, Munich, Germany.

NEW MEMBERS & MILESTONES CHAPTER FUN

The Allegheny Chapter extends a warm welcome to the following new members:

NOVEMBER 2016

Michael Young – Bridgeville
 Brian Pifer – Canonsburg
 Chris Stockhausen – Pittsburgh
 Christopher Ball – Cranberry Twp.
 David Thor – Pittsburgh
 Walt Cirillo - New Westminster BC
 Arthur Stine – Pittsburgh
 Kenneth Jaworski – Amsterdam
 Andreas Paisios – Athens
 William Ball – Bridgeville
 Carmen Ritacco – Venetia
 Jennifer Kuglar – Bridgeville

DECEMBER 2016

Ronnie Uy – American Canyon, CA
 Raymond Smith – Gibsonia
 Mark Mascio – McMurray
 James Takach – Pittsburgh
 Tom Schmitz – Coraopolis
 Jeff Pickering – Sewickley
 Matthew Gill – Wexford
 Brian Waters – Zelienople
 Brett Rettura – Bethel Park
 William Elm – Pittsburgh
 Scott Lowman – Johnstown

JANUARY 2017

Dominic Silvaggio – Pittsburgh
 Jennifer Lips – Coraopolis
 James Stewart – Monongahela
 James Traut – Pittsburgh
 Chris Wadsworth – Weirton WV

Please join us in congratulating the following members who are celebrating membership milestones this quarter:

40
 YEARS
Dave Stapleton

20
 YEARS
Roger Langille
Richard Porris
Keith Wertman
David Yeager

15
 YEARS
Gregory Farrell
Jason Lemak
Andrew Hardiw
David Matthews
Michael Teral
Michael Livatina
Glenn Gross
Thomas Grenell

10
 YEARS
Eric Kennedy
Carol Kennedy
Jack Spencer
David McNelis
Andrew McNelis



Stay in the Loop

Have you moved or changed email? The National Office maintains one database of membership information. It is used for USPS mailings, such as the Roundel and chapter newsletter, and for email blasts of the weekly electronic Roundel and

chapter blasts of updated information.

It is important that your addresses are current. Update your information at www.bmwcca.org. Follow instructions to create a username and password and log in to your account.

THE ALLEGHENY APEX

Friends don't let friends miss Apexes
and the chapter won't let you miss the news.



**The Allegheny Chapter
of BMWCCA**

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