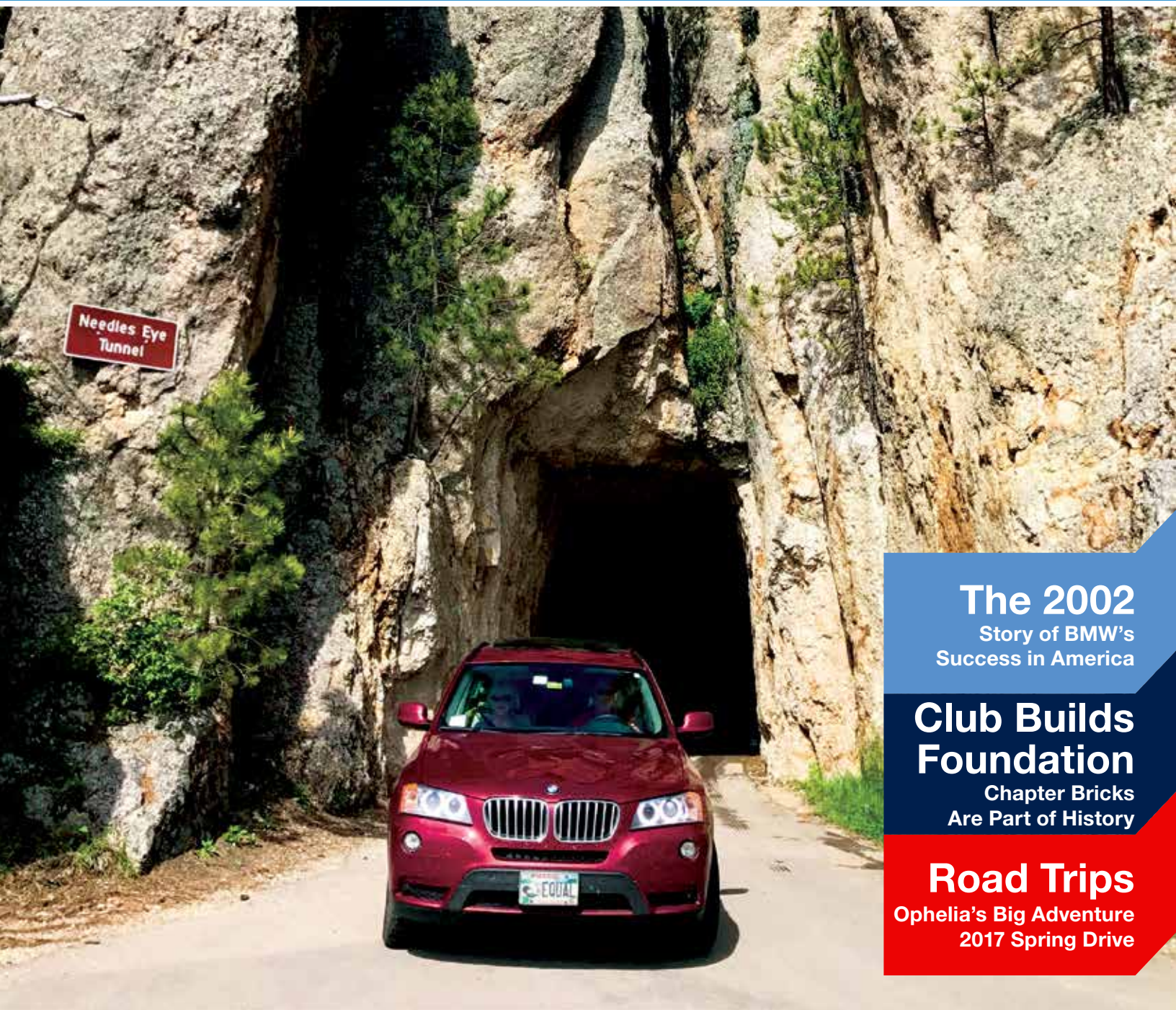


# THE ALLEGHENY APEX

*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 • SUMMER 2017



## The 2002

Story of BMW's  
Success in America

## Club Builds Foundation

Chapter Bricks  
Are Part of History

## Road Trips

Ophelia's Big Adventure  
2017 Spring Drive



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### VP, North Atlantic Region

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## NOTE FROM THE EDITOR

# Apex Contributors Rock

## Chapter Newsletter is Group Effort

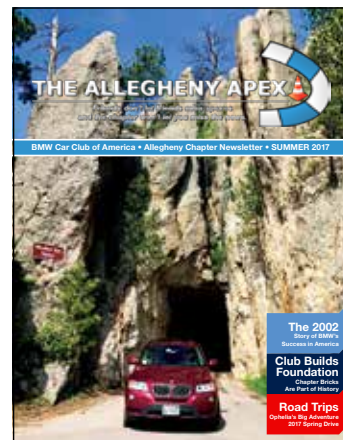
BY JOHNA SNYDER

The Allegheny Apex Editor

This newsletter was not a solo effort and I would like to thank the ROCK stars who assisted: Allen Christian, George Snyder, George Mitchell, Lori Jackson, Andrew and Cindy Wilson, Minuteman Press Downtown, Michael Sanchez, Lisa Craig, Marianne Meehan,

Greg Calvimontes, 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 ANDREW AND CINDY WILSON

# Apex is Now Recruiting

BY AL APEX

The Allegheny Chapter BMW CCA is recruiting for a new newsletter editor!

Johna Snyder will soon step down as our newsletter editor after doing the job for the past few years.

This is a great loss but luckily she has reassured us that she will remain a contributing member to the chapter and lend a hand when needed.

We do need to recruit a new newsletter editor for The Apex. The newsletter comes out four times a year on both paper and via email. Most of the communication happens through email but if you can attend the open session

board meetings this would be much appreciated. As editor you would be responsible for:

- Keeping the deadlines of the newsletter and sourcing sufficient articles, including updates from the committees, articles and photos from the membership and collecting interesting snippets along the way

- Keeping in touch with the printer and approving the final proof before it goes to print – double-checking that all of the elements required are present

- Working directly with the Newsletter Business Manager to ensure that all artwork for ads are accurate and accounted for in each issue.

The role requires about 10+ hours work for each quarterly newsletter spread over a month. Johna will be on hand to support the new editor as the role is handed over.

No experience or qualifications necessary except for an enthusiasm to make The Apex better than it already is. A good feel for written text and grammar and some word processing experience would be a bonus.

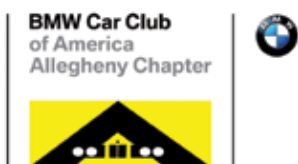
*If you are interested please contact editor.alleghenybmw@gmail.com.*

## 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.

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## NOTE FROM THE PRESIDENT

# Time Flies By

### Chapter Plans Events Each Season

BY GEORGE SNYDER  
Allegheny Chapter President

It does amaze me how fast the year goes. Even though the weather in March, April and May wasn't the best at times, The Chapter still held some fun events:

We held the Chapter Bowling Tournament at the Lanes at the Meadows Casino in March.

Always a fun way to spend a Saturday afternoon when the weather hasn't warmed up with your fellow members. Thanks to Allen for putting together the event and to Johna for creating the trophies for the winners.

In April we held our Board meeting and the Annual Dust of drive.

Even though the weather wasn't the warmest, the drive was fantastic and everyone had a very nice time. Thanks to Marianne for putting the drive together.

May was the Chapter's Annual Spring Drive. This year's drive was a little different than previous since we visited some of the AVS's facilities here in Western PA. A big thank you goes to Emilio, Allen and Dorothy Gordon of AVS, for putting the event together.

So far in June, Auto Cross has had it 2nd session. Also the Chapter had its 2nd annual Ice Cream Social at the Meadows of Monroeville. Thank you to Rob Clark who is a member and owner of the Meadows and Allen for putting on the event. The treats that were served up at the Meadows were a perfect

compliment to the beautiful day we had.

Next up is The Historics races at PIRC the weekend of July 7th thru 9th, this is a great event and if you haven't been to the track, please make the drive out and watch some great racing with your fellow Chapter members. Right after the PIRC event is the PVGP the weekend of July 15th and 16th. Registration has been open for the event so please sign up and join us under the tent for the PVGP.

In August comes the annual Pool Party at Casa de Sutton in 84. Which is always a fun event, good food, good drink, a beautiful pool and a mini car show. What's not to like, so please come out and have fun.

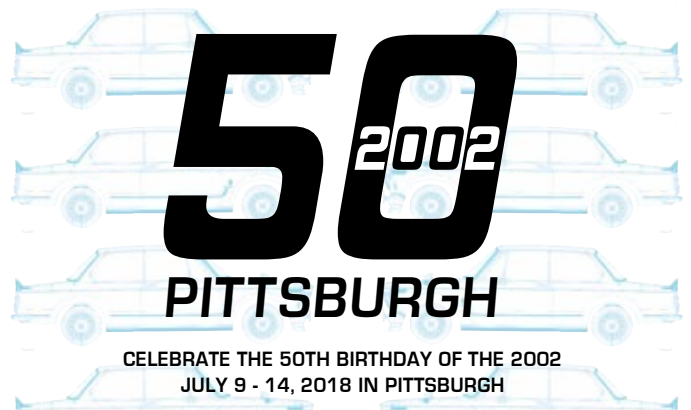
For those who have younger drivers in the house, please consider signing them up for Street Survival. It is a great program that teaches fantastic fundamentals that ALL drivers should know.

As each event comes and goes, I am thankful for the members that come out and enjoy the time with their fellow chapter members.

If you ever have an idea for a new event, drive or place for us to eat at, please by all means let myself, Emilio or Allen know.

We love getting new ideas and having new people help out with events or host one. So please help us make chapter events bigger and better.

*It's summer time ladies and gents, wash those cars, shine those tires and get out there an drive!*



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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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# Get Ready for Spring Special

## Allegheny BMW Car Club Members Receive

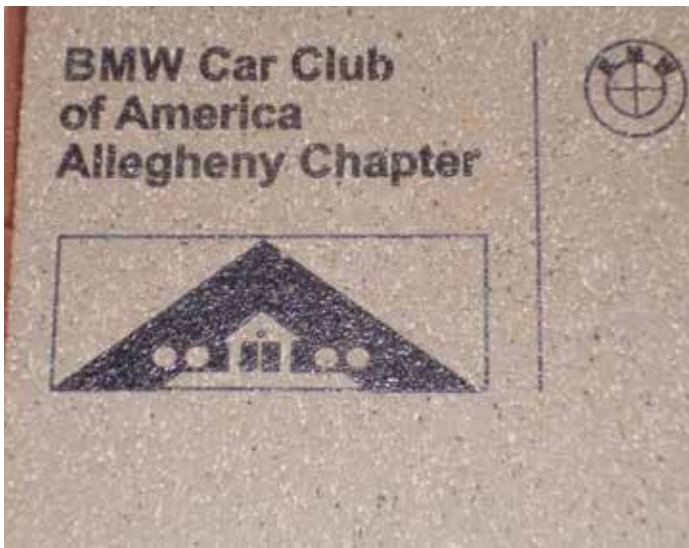
# 20% Off

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Please bring this ad in at time of purchase to receive your discount. Offer expires 5/31/17



## CLUB NEWS



# Member Visits Club Bricks

BMW Foundation Displays History from Allegheny Chapter

BY AL APEX

Marianne Meehan was present at the BMW Foundation and was able to locate the bricks that our chapter has purchased. We are sharing those with you.

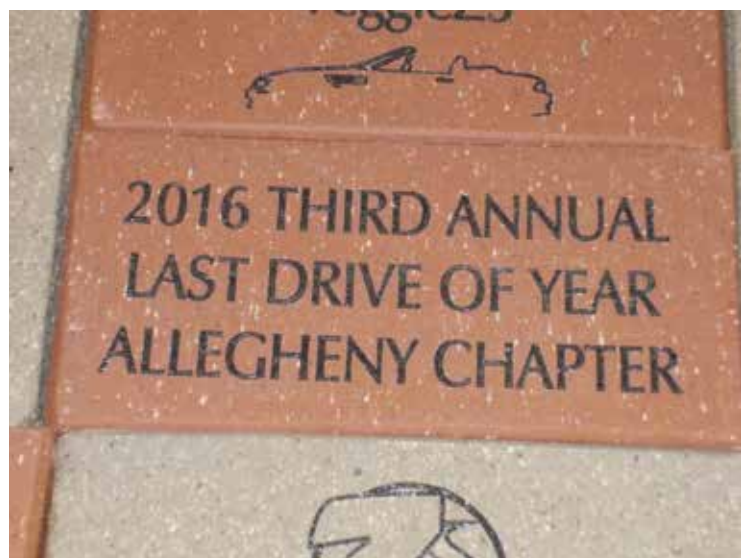
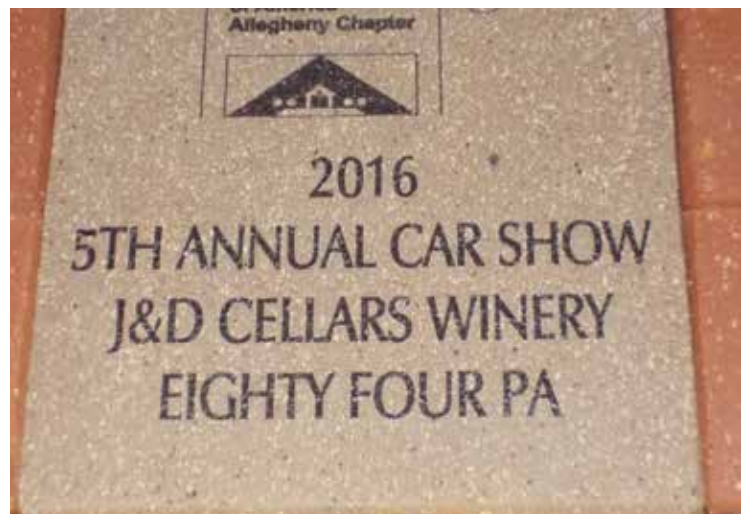
There are photos of the five bricks purchased by the Chapter for the CCA Foundation. The last shows the placement of the Chapter logo brick.

The Foundation encourages the diligent preservation of historic automobiles and items of historic value. The Library, Archives and Museum will create a comprehensive repository for BMW-related historical documents, literature and paraphernalia.



The Preservation and Restoration program was created to encourage the preservation of automobiles. The Foundation promotes and supports the keeping of automobiles, and are dedicated to preserving all makes and models.

It is a great exhibit and worth the trip!



# Exclusive Offer for BMW CCA- Allengehy Chapter Members



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## SPRING DRIVE



# Chapter Visits Donation Locations

Signs Greet Members at Allegheny Valley Schools During Spring Drive

BY AL APEX

Every year we gather for the Pittsburgh Vintage Grand Prix (PVGP) and monies are donated for very worthy causes. In your mind, you know that it is a worthy cause because of what you are told and how informed you are from those that accept our checks but did you ever wonder....where does it really go? On this year's Spring Drive, a number of members of the chapter set out on a trek to answer that question.

We began our adventure at Starbucks in the Galleria Mall of Mt Lebanon, our Drive Master - Emilio Veneziano - presented the course. Stops at five different locations of the Allegheny Valley School! Let's get rolling!

At our first stop, we were greeted by Dorothy Gordon waving a checkered flag as we pulled into the parking lot.







# Fast-Poke.

One of our engineers lives in Schliersee, a picturesque village in the Bavarian Alps, about 60 kilometers south of our factory in Munich. The other day he wrote a memo to our marketing department conveying his impressions of our new BMW 2002tii model. Here is an excerpt:

"Coming down the mountain I kept the engine constantly at red-line in first, second, and third gears, never falling below 5,000 rpm, and heeling and toeing accelerator and brake. I power-drifted the car through the tight turns and switchbacks and

experienced no brake-fade. Once on the valley floor I shifted up into fourth, and as soon as I reached the Autobahn, went flat out, attaining 168 kmph (105 mph). I cruised at this speed all the way into Munich. Performance quite acceptable."

Our associate never mentioned that the world's best sports sedan is also highly utilitarian, with plenty of room for four long-legged adults. Or that it has a cavernous trunk, and a contempt for repair shops, and much more.

Some people, it seems, get one idea in mind, and then think of nothing else.

BMW's are available in four or six-cylinder models. U.S. Sole Importer: **Hoffman Motors Corporation**, 375 Park Avenue, New York, N.Y. 10022; 12541 Beatrice Street, Los Angeles, California 90066. Dealers Coast to Coast. Advantageous European Delivery Program. Write for free brochure.

Canada: East: BMW Distributors Eastern Canada, Ltd. 801 Progress Avenue, Scarborough, Ontario. West: BMW Distributors (Western) Co. 2040 Burrard Street, Vancouver 9, B.C.

**Bavarian Motor Works**





Dorothy is the Executive Director - Development and Communications for the NHS Allegheny Valley School and has become a dear friend of the chapter in recent years.

She has been a part of the organization for over 15 years and her passion for the residents and her job is contagious. The Allegheny Valley School operates more than 125 programs and facilities in western, central and eastern Pennsylvania. They offer community residential environments and therapeutic programs that help individuals grow and function at their full potential as independently as possible.

At each location we visited, we were greeted by signs made by the residents and staff to show their appreciation for the BMW Club and everything that we do. Each location is as unique as the residents that reside there but one thing was a constant - the sensory garden. The sensory gardens - in addition to other items not covered by state funding - is made possible from donations made PVGP and other private donations. The sensory garden is an outdoor space that residents can interact through touch, sight and sounds. Brightly colored plants and trees with fragrant



smells - wind chimes and xylophones - wheelchair swings - fountains - bicycle paths and textured walkways. All of which was as much a delight to Chapter members as it is for the residents. There are also indoor sensory rooms that include bubble columns, fiber optic light strands, optokinetic projection wheels, sound systems and aromatherapy - also a lot of fun for the members of the chapter visiting.

In addition to the fun stuff, we also learned about the Adult Training Program that teams up with local business to enhance the capability of resident to experience work activities and a sense of accomplishment that comes with a job well done. Having a job and earning a paycheck helps to develop a sense of identity and dignity. There are currently six

Adult Training Programs in PA.

After visiting all of the locations, it was a quick drive to North Country Brewery for lunch.

Great food, great people and a great cause. When you write that check this year to the

PVGP, know that this is where some of the proceeds go. You help Dorothy, the staff and the therapists and most importantly - the residents. This is why we do it.

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(website under construction)





## ROAD TRIP

# Ophelia's Big Adventure

## Club Members Travel West in 2014 BMW X3 with a Name

BY ANDREW WILSON

Pine Tree Chapter/

Allegheny Chapter

*Previously printed in Pine Tree*

*Chapter Newsletter*

We've just returned from our latest 2 week road trip with Ophelia, Cindy's 2014 BMW X3. This is our first big trip with a modern car, we are usually driving Vern, '73 2002Tii, Athena, 3.0 CSi or Rodney,

'88 M5, on our trips.

We started with The Greenwich Concours d'Elegance, June 2-4, one of the premier East Coast Concours events, this was the first year in several years I did not have a car in the show. Was delighted that Bruce Hall's perfect original 1972 2002Tii won a prize on Sunday. After the show we drove to Pittsburgh.

In Pittsburgh we picked up Cindy's 78 year old mom, Nancy. This big adventure was for her, she had been wanting to see Yellowstone and the surrounding area for years, so this was the year.

Our first real stop on the trip was the Corn Palace in Mitchell, South Dakota. It is an arena completely decorated with murals made from 14 different colors of dried corn. It was originally built as a curiosity in the late 1800s to get people to come to Mitchell and hosted bands, shows and sporting events. The current Corn palace hosts the same events including rodeos.

Our next stop was Badlands National Park. A prairie canyon located in the high South Dakota grasslands. Pictures fail to catch the beauty, colors and scale of this magnificently beautiful place. Just

before the entrance to the park is an old homestead from the land rush of the 1870s. It was built around 1875 and lived in until the 1950s.

After the Badlands is the ever popular tourist destination of the world famous Wall Drug.

A playground of stores and oddities from decades or tourism. It is a wonder unto itself.

Signs for hundreds of miles in each direction extoll the virtues of Wall Drug. Ice water is free and they have more stuff than anyone really needs.

Custer State Park, South Dakota, is home to Mount Rushmore, Crazy Horse Monument and abundant wildlife. We stayed at the Sylvan lake Lodge for two nights so we could take our time seeing the sights. Sylvan Lake is one of my favorite places in the U.S. it's tranquil beauty among the granite spires is pure magic. There are many





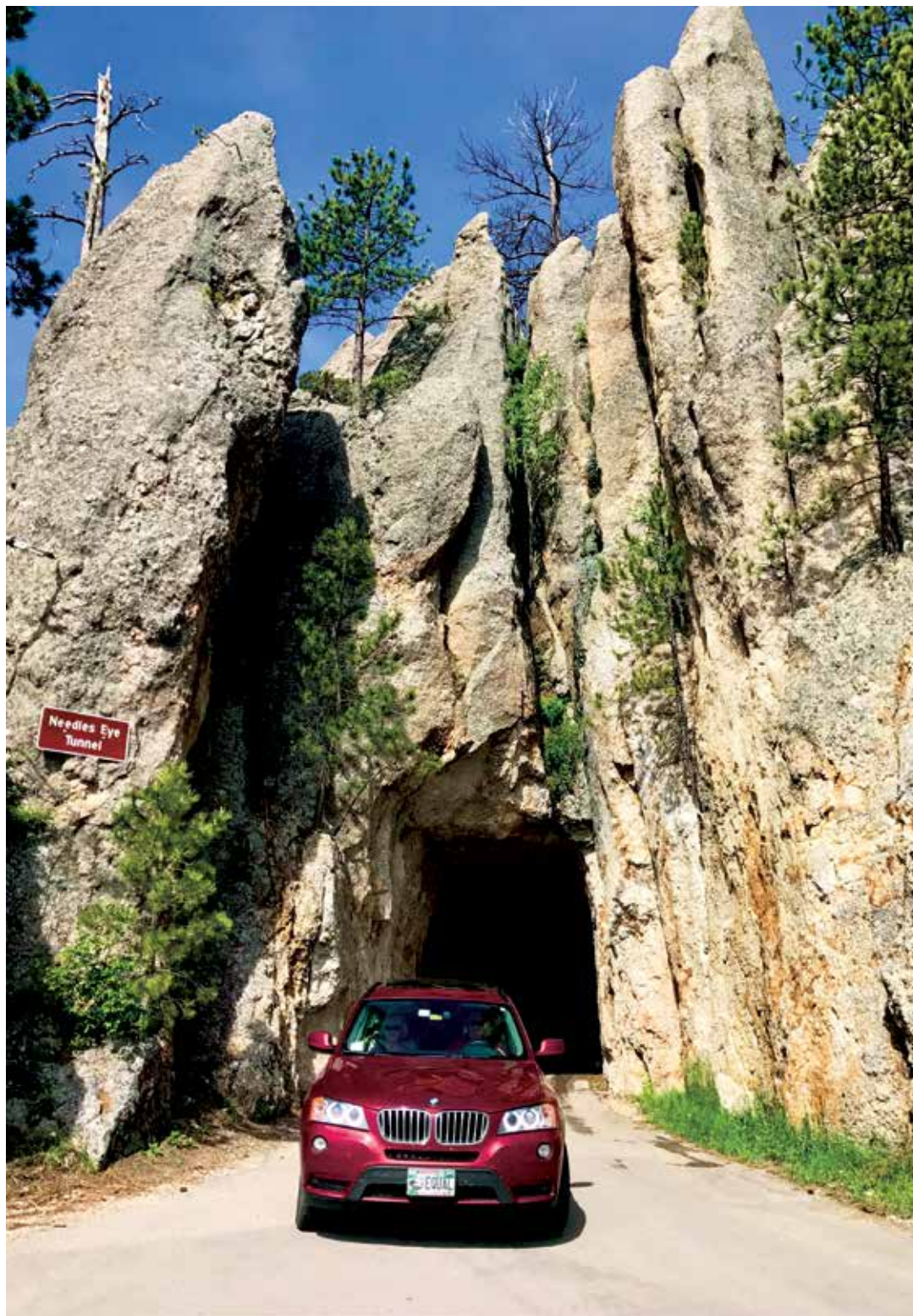
beautiful vistas along the Needles highway as it meanders through the countryside is one of my favorite roads. Then we were off to our ultimate stop Yellowstone.

Our plan was to head in the East entrance of Yellowstone crossing Beartooth Pass, a mountain road that rises to 10,947 feet. Ophelia did the trip with ease. We took our time stopping at vistas along the way. As we crested the summit the weather a clear and cool.

As we descended the mountain into Cooke City it started to rain. As we were eating dinner it began to pour. After dinner we continued on towards Canyon Village in Yellowstone. Along the way we saw a baby bear and mother just off the road, they were drenched and shook gallons of water from their soaked bodies. As we were approaching the Mount Washburn pass, the rain turned into snow. We arrived in Canyon Village without incident.

The next morning we were up early for a Yellow Bus Wildlife Tour which retraced our route into the park. It was a real treat to ride the bus. The one we were on was called Hollywood as it had been used in the movies before being repurchased by the park system for guided tours. On the tour we saw Bison, Mud Swallows, a Black bear with 2 babies, 2 Moose, a Fox, 4 Rams and more Bison. It was a great tour, one day I'd like to drive one of the Yellowstone Yellow Busses.

When we left Canyon Village we headed towards Grant Village on the Southern Edge of the park, this would be our home for the next 3 nights. As we made our way to Grant, we stopped at the Grand Canyon of Yellowstone and saw



the amazing Yellowstone Falls from the Artist Point Vista. We saw the crest of the upper and lower falls which were flowing

at 66,000 gallons per minute which is hard to comprehend. We continued to see the sights all the way to Grant Village.

Over the next 3 days we saw all that Yellowstone had for the casual tourist to see.

Spouting geysers, bubbling



## ROAD TRIP



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mud, hot springs, prismatic pools, abundant wild life and even a June 12th snow storm. Ophelia got absolutely filthy as there is some major road work in the park leaving one of the main roads a muddy mess.

When our time in Yellowstone National Park was over we headed south to The Grand Tetons National Park some 45 miles to Yellowstone's South. Our destination was a 'rustic' cabin at the Signal Mountain Lodge. Of all the places we stayed on this adventure the rustic cabin was all our favorite. The beautiful mountains reflected in Jackson Lake made for tremendous vistas, sunrise on the mountains is breathtaking. We only stayed for one night. Unless one is climbing mountains, Grand Tetons Na-

tional Park as a driving tour can be done in a day and a half.

We had a late lunch at Pizzeria Caldera, our favorite restaurant in Jackson, Wyoming, a charming wealthy western town and tourist stop just south of the Tetons. We spent a few hours walking and shopping. The place is truly charming, complete with antler arched town square and stage coach rides. We started heading back to Pittsburgh a 5 pm.

We had an amazing adventure covering 6,613 miles with temperatures ranging from 100 to 28 in the span of 2 weeks.

It truly was a big adventure for all of us and definitely one to remember.

*Editor's Note — Summer is all about taking a trip! Thanks for sharing yours!*



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## FEATURE

# Whispering Bomb: The BMW 2002

The Story of the 2002 is the Story of BMW's Success in America

FROM CLASSIC  
MOTORSPORTS MAGAZINE

*Originally posted May 2008*

Imagine a time when the name BMW meant nothing to the average American. Anyone who had heard of the company was probably a motorcyclist. Image-conscious Yuppies were nonexistent, and sporting imported sedans were practically unavailable. Then, in the late 1960s, one car changed all that. It was called the Whispering Bomb. It was the BMW 2002.

The story of the 2002 is the story of BMW's success in America, and it began in the 1950s.

During World War II, BMW had ceased production of the large luxurious sedans for which it was known. The company tried to resume production of these big cars following the war, but the German (and European) economy was severely depressed. The cars found few buyers.

The 1957 Suez crisis made things even more difficult, forcing BMW to rely on the production of Isetta bubble cars built under license from Iso—as well as the later, motorcycle-powered 700—to stay afloat. By the end of the decade, the company faced bankruptcy and an almost certain takeover by Deutsche Bank and Daimler-Benz.

Then a major investor named Dr. Herbert Quandt stepped up in the aftermath of a dramatic shareholders meeting in 1959. The ideas he shared





1966, was originally known as the 1600-2 before simply becoming the 1600 or 1602.

Somewhat more rounded and more attractive than the Neue Klasse cars, the 1602 was an instant success. The coupe began to attract attention in America, where the cars were imported by Max Hoffman. The 1602's combination of performance, handling and build quality led Car and Driver magazine to call it "the best \$2500 car in the world."

The factory unveiled a high-performance version of the 1602, the twin-carburetor 1600ti, but there was no way to import the car to America in the face of new exhaust emission regulations.

Hoffman countered by asking BMW to offer a 2-liter version of the car for the American market. Unbeknownst to Hoffman, von Falkenhäusen and Planning Director Helmut Werner Bönsch had already commissioned 2-liter 1602s for their own use. Both men had been urging management to put the car into production; Hoffman's request tipped the scales, and the new car was christened the 2002.

## BLINDSIDING THE MASSES

The BMW 2002's interior design was simple, but quality materials and workmanship gave it an up-market and purposeful feel.

The 2002 debuted in 1968 and set new standards for sports sedans. Auto Bild magazine coined the term "Whispering Bomb," and at Car and Driver David E. Davis wrote this prediction about drivers



of mere average sports cars: "Somewhere, someday, some guy in a

BMW 2002 is going to blow them off so bad that they'll henceforth have to leave every stoplight in second gear and never drive on a winding road again as long as they live."

Within a couple of years, Americans no longer thought BMW meant "British Motor Works"; they knew the classy, sporty sedans were from Munich, and they wanted one. Dealers couldn't keep them in stock, even at the higher prices that came with Hoffman's "mandatory options" like a tachometer, anti-roll bars, higher-quality upholstery, reclining seats, power brakes and Michelin XAS tires.

The success of the 2002 can be traced to its specifications. Combine a 113-horsepower engine (that's the period-correct SAE gross figure) with a 2100-pound curb weight,

MacPherson strut front and semi-trailing arm indepen-

dent rear suspension, and you have a winner. A 2002 could zip from zero to 60 in about 10 seconds, which was fast for a 1968

import. Its balance was excellent, and the brakes were outstanding.

Visibility and build quality were first-rate. The only similar cars on the planet were Lotus's Cortina and Alfa's GTV and Sprint Ti, which were uncommon and perceived as less reliable.

BMW 2002s were soon appearing at rallies, autocrosses and road races all over America, and cars fielded by Alpina and Schnitzer dominated sedan racing in Europe. The legend was being written.

## UPPING THE ANTE

In 1973 the '02 story gained another chapter with the introduction of the 2002tii. The addition of Kugelfischer mechanical fuel injection bumped horsepower up to 140. The tii

also received better brakes and improved suspension. It was significantly quicker than the base 2002,

although not as strong as it could have been because of its taller 3.45:1 final drive. (The standard 2002 received a 3.64:1 final drive ratio.)

As time passed, the '02 got heavier and slower due to more complicated emission control systems. Still, the car's good reputation continued to build. Prices eventually doubled, largely because of inflation fueled by the Arab oil embargo of the early '70s, yet sales remained strong.

The mighty 2002 was finally replaced by the first 3 series, the 320i, in 1977. Although a more modern car, the 320i never captured the imagination of the faithful in the way the 2002 had.

Through the decades that followed and right up to today, each sporting BMW has been compared to the 2002. The legend lives on.

## FEATURE

### A RACY PAST

The BMW 2002 was raced and rallied extensively throughout the world. In Europe, it

dominated sedan racing. A 2002tii even won the Austrian Alpine round of the 1973 World Rally Championship in the hands of Achim Warmbold and Jean Todt. (Yes, that Jean Todt, Ferrari's CEO.)

In America the car competed in the SCCA Trans-Am 2.5 Challenge series. Despite the efforts of Don Pike and Hans Ziereis, the car was no match for the Alfa GTVs and BRE Datsun 510s and only scored a couple of wins. The 2002 fared much better in IMSA's BF Goodrich Radial

Challenge series, winning many races and the series championship for Peace Corps Director Nick Crow. The car was also a very successful club racer in SCCA's B Sedan and Improved Touring classes.

Today the 2002 is still a good race car on many levels. Ian Mannix took a fifth-place trophy in F Street Prepared at the 2007 Tire Rack SCCA Solo National Championships in one. These cars also regularly

compete in SCCA and BMW CCA club racing and autocross events as well as many vintage road races.

### THINGS TO KNOW

Although 2002 prices are rising, a good car is still very affordable. Many consider pre-1974 models to be more desirable thanks to the small, round taillights. The injected tii models are also more valuable than carbureted cars. Some rate the 1973 tii as the best of the U.S.-market 2002s.

Prices for good cars range from \$3500 to around \$7000 for a 2002 and \$6000 to \$10,000 for a tii. Excellent, authentic Baur Cabriolets and Turbos sell for well over \$20,000. When you consider that these cars are at least 30 years old, parts availability is outstanding through

BMW's Mobile Tradition program.

### ENGINE

2002 engines are generally robust, but the newest ones are still more than 30 years old.

Cylinder heads are an area

of concern, particularly rocker arms and shafts. Look for cracked heads due to overheating.

Emission control system problems are common, particularly on early cars with anti-backfire "gulp" valves and later cars with the troublesome Solex two-barrel carburetor. Many later cars have been fitted with Weber 32/36 DGV carbs, which greatly improve drivability.

A wide variety of BMW engines have been successfully swapped into 2002s, with the best (but not least expensive) probably being the 192-horsepower inline-four from the E30-chassis

M3. Some call this combination an M2.

The 2002 has always had marginal cooling, particularly in hot climates. Common improvements include 320i or aftermarket radiators and electric cooling fans.

### BODY AND INTERIOR

As with most cars from this period, rust is the single most critical consideration. Important

places to check include the rear upper shock mounts, spare tire well, fuel tank area, rear

suspension mounting points, rocker panels, A-posts, floors under the seats, fenders, front turn signal housings, the leading edge of the hood, and lower portions of the doors.

Window winders commonly break, speedometers typically read about 10 percent fast, and sunroofs can leak.

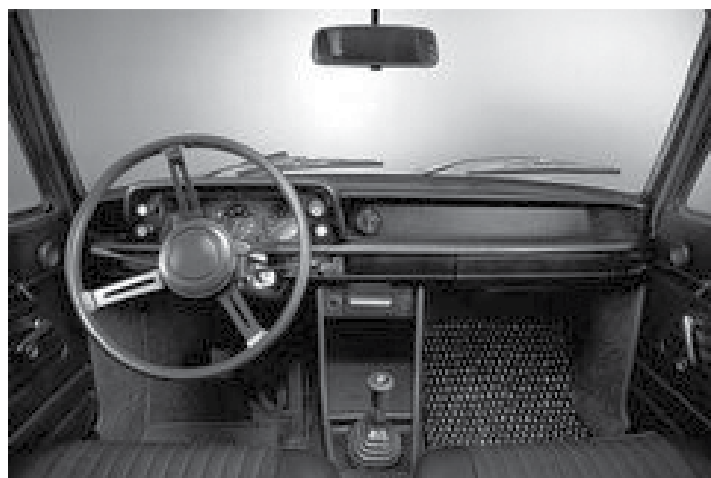
Use caution when packing the trunk. The cargo hold doesn't have a lining, so loose objects can cause dents that are visible from outside the car.

### DRIVETRAIN

The later 320i-series can provide two popular bolt-in modifications: the five-speed transmission and the limited-slip differential.

### CHASSIS

Handling is taut and nimble in stock form, but upgrading to quality shock absorbers can make it exceptional. Bilstein and Koni are the favored brands. For even more improvement, the usual combination of shorter springs, stiffer anti-roll bars and wider wheels and tires will work wonders.





## STREET SURVIVAL



# Chapter to Host 4th Class

Street Survival Class for Young Drivers Set for September 24th

BY AL APEX

On Sept 24th Allegheny Chapter will once again be holding a Street Survival Class at Pittsburgh International Race Complex. This will be the 4th Street Survival we have put on for young drivers.

This year's program will have some new faces running the program. Chris Williams will be the Chief Driving Instructor, and Jeff Taylor will be the Classroom Instructor.

As always, we will need

to have many volunteers, from driving instructors to registrants, to help with lunch. We already have 12 people registered for the class, and we have not even started to publicize it yet! We are also hoping to have a little track time after the class is over for our members to drive on the now fully repaved full course as well, with some libations afterwards.

For those of you who are unfamiliar with Street Survival,

it is a driving program aimed at drivers between 16-21 to give them a controlled learning experience on skidpads, driver avoidance, panic braking, etc with a 1 on 1 instructor. The day is half in their car that they daily drive and half in a classroom to reinforce what they learned on the course.

The class is limited to 36 students. I cannot emphasize how strongly I believe in this program for the young driv-

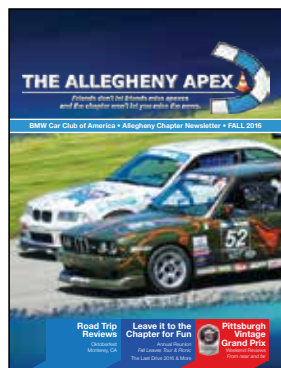
er. Please let your family and friends know about it. It's the best \$75.00 you or they can spend to protect their young drivers and those who share the roads with them.

Registration is at <http://tinyurl.com/AlleghenySS2017>.

I hope to see you there!

*If you would like to volunteer to help, please call Greg Calvimontes at 412-287-1359 or email him at [gregc@pgbcustomhbt.com](mailto:gregc@pgbcustomhbt.com).*

# APEX ADVERTISING



## ADVERTISEMENT RATES 2017 (COLOR ADS)

Ad Size	Width	Height	Rate per Insertion	Annual Fee (4 Issues)
Full Page	7.5"	9.75"	\$350.00	\$1,200.00
Half Page	7.5"	4.75"	\$275.00	\$900.00
Quarter Page	3.625"	4.75"	\$175.00	\$550.00
Business Card Size	3.5"	2.0"	\$100.00	\$300.00

## CLASSIFIED ADS

Commercial	\$25 per Issue
Personal/Non-Member	\$10 Per Issue

## CIRCULATION

Over 900 members in the Western Pennsylvania area

## 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.



## NEW MEMBERS & MILESTONES

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

### FEBRUARY 2017

Marcin Wacławski – Moon Township  
John Shedd – Upper St Clair  
Paul DeRaimo – Erie  
Barrett Klaas – Coraopolis  
Rande Casaday – Pittsburgh  
Vance Arrington – Pittsburgh  
John Kilantonis – Bethel Park  
Grant Thompson –  
Red Deer County, Canada  
Franklin Rogers – Erie  
Walter Wilsher – Pittsburgh

### MARCH 2017

Michael Sabo – Jeannette  
Nida Salameh – Fort Mill, SC  
Ron Vivian – Coraopolis  
Pritha Madhavan – Pittsburgh  
Randell Trueblood – Waynesburg  
Tom Hesch – Erie  
Jeffrey Keim – McMurray  
Brian Urban – Pittsburgh

### APRIL 2017

David Prepelka – Moon Township  
Nathan Prepelka – Carnegie  
Ted Sohler – Pittsburgh  
Thomas Clark – Pittsburgh  
Eric Hohman – Cranberry Township  
Jacob Kerr – Belle Bernon  
Nick Song – West Mifflin  
Reed Andrews – Morgantown  
Samuel Schwarz – Wexford  
Bojan Popovic – Pittsburgh

### MAY 2017

Bill McCormick – Bethel Park  
Michael Gordon – Moon Twp  
Penelope Schwaderer –  
McKees Rocks  
Michael Kearney – Export  
Wayne Hart – Waynesburg  
Eric Ruprecht – Sewickley

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



Tomas Urbano



Tom Wettach  
Samuel Cortis  
Bruce Rohrbach



Terry Replogle  
Bill King



David DiPetro  
Arland Stein  
Larry Bird



Thomas Rubenstein  
Marc Sontag  
DeWitt Kemp



## 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](http://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.



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of BMWCCA**

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Pittsburgh, PA 15235

[www.alleghenybmwcca.org](http://www.alleghenybmwcca.org)



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