

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 • FALL 2018



SUMMER SPECTACULAR

1ST ANN. PIG ROAST Pg. 4

**VINTAGE BMW
BODYSHOP TIPS**
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ROAD TRIP REVIEW

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Auto Factories Fascinate pg. 20

STREET SURVIVAL

Young Drivers Program pg. 19



SPECIAL SECTION

JULY 4TH WEEKEND
KICKS OFF WITH
VINTAGE AUTOS
AND OKTOBERFEST!
Pg 8-15

Chapter Officers and Coordinators

Interim President

Gary Sefcik ✓

Vice President

Pending

Treasurer

Darlene Lipovsek ✓

Secretary

Marianne Meehan ✓

Member at Large #1

T. "Rudi" Flavin ✓

Member at Large #2

Ron Vivian ✓

Social Committee Chair

Johna Snyder ✓

Driving Committee Chair

Christopher Williams

PVGP Executive Director

Ron Vivian

Club Race Coordinator

Brett Sutton

Newsletter Business Manager

& Dealership Liaison

Pending

Newsletter Editor

Johna Snyder

Webmaster & Social Media

Emilio Veneziano

Membership Coordinator

Marianne Meehan

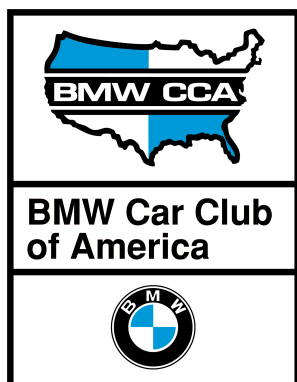
President, BMWCCA

Steve Johnson

VP, North Atlantic Region

LouAnn Shirk

✓ Voting Position



NOTE FROM THE EDITOR

Apex Has Rewards

Editor Reflects on Five Years of Club Newsletters

BY JOHNA SNYDER

The Allegheny Apex Editor

Over the past five years and twenty-something newsletters, I have heard from so many that have thanked me for the newsletter. While some recognize the effort and time spent, others appreciate that they can stay current with the happenings of the club. I am grateful for the recognition – so grateful but I cannot do this job without so many others.

I want to thank our kick ass Design Team! Lisa and Michael have been with me since we started The Allegheny Apex and are considered a part of this family. I walked into their office with a vision and they made it happen and continue to make



it happen every single issue. It has been a pleasure to work with both of them.

I have had the opportunity to work with three different printers and more than fifty contributors from all over the country and Canada!!! Fifty plus!! WOW! So many stories, perspectives and outlooks on what it means to be a part of the best club in the world.

We can still claim the International Club of the year award – right? After the party we just threw in July - I think yes! Thank you to everyone who has taken their time to tell their story - keep telling them!

This newsletter was not a solo effort and I would like to thank the ROCK stars who assisted: Gary Sefcik, Lisa Craig, Michael Sanchez, Marianne Meehan, Brett Sutton, Bud Kuhn,

Barry Loar, The Brown Family, Kyle Van Hoften, Mike Renner, Sally Lopes, Rick Roudebush, Devin and Rebecca Madonna, Lou Ann Shirk, Pete Sullivan, Glen Beattie, Chris Williams, Greg Calvimontes, Wendie Martin, Mike Zavrnsnick, Enthusiast Media Group, A-Link Printing.

EVENT APPAREL

Dress for the Club

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 inquiries contact stiches@logcabin-embroidery.com



BMW Car Club
of America
Allegheny Chapter



NOTE FROM THE PRESIDENT

Events Last All Summer

Chapter Celebrates 2018 Season Like No Other in Club's History

BY GARY SEFCIK

Allegheny Chapter
Interim President

Lots of terrific events this summer were led by our chapter. Great Pig Roast event at Vilka sponsored by Bobby Rahal BMW, where the only two attendees that did not walk away satisfied were the guests of honor Porky and Petunia Pig. They made a huge mistake squealing up in a pink Audi!

Next came O'Fest along with the PVGP, the vision of Brett Sutton and Jeff Taylor. A two week party for close to 2,000 international attendees.

Outstanding success! Thanks to Jeff and Brett, along with Ron Vivian, Michael Meehan, Tiffany Nolan and all of our volunteers

who put countless time and effort into making the event one of the most successful O'Fests, and PVGP, certainly in recent history.

I also want to thank all of our chapter attendees who extended their hospitality making all of our guests feel welcomed and appreciate Pittsburgh.

We clearly displayed why the Allegheny Chapter achieved International Car Club of the Year status and remains the gold standard in charitable leadership.

I would like to acknowledge our past president George Snyder. George provided outstanding leadership over the past 5 years. George's warm reception of Arlene and I, was

a key reason for us to become more active in Chapter activities.

I would also like to congratulate Johna Snyder on this, her final edition of our chapter newsletter as editor. Thank you Johna for 5 years of contributions and consistent improvements to club communications.

While still in the acknowledgement mode, Brett and Dee Sutton have chosen that hot and humid Florida over the perfect Pittsburgh weather. Thank you both for your many contributions to the chapter.

Of course with these departures we have a number of open leadership opportunities. Don't be afraid to reach out to any of the chapter officers who

can help answer any questions that you may have regarding responsibilities and commitments. It's really not that huge of a commitment and can be quite rewarding.

We have a number of wonderful events scheduled for the fall including the J&D Vineyard, fall leaves tour, final drive and a soon to be announced 2019 event planning meeting. I strongly encourage all members to attend as participants and assist with event coordination. The club is here for it's members, and it takes volunteers to make these events happen.

NOTE FROM THE SOCIAL DIRECTOR

Event Numbers Add Up

Chapter Needs RSVP Count to Provide Best Experience for Group

BY JOHNA SNYDER

Chapter Social Director

Over the past few years, we have since a significant growth in our events. With this growth becomes a greater need to stress the importance of RSVP and why we need it. At one time, we could simply call a restaurant and say we are coming with the anticipation of 12-20 people showing up. This is no

longer the case.

Spring Drive was 35 folks, Pig Roast was just over 50 and the Beach Party in August was 80. For gatherings of this size, it takes careful coordination to ensure that there is enough space and food for everyone. While the Spring Drive was paid entirely by the member, the Pig Roast and Beach Party were not. The cost that you paid for the Pig Roast was subsidized

not only by our sponsor but also by the chapter as approved by the Board. The Beach Party was completely paid for by the Chapter as it is the annual thank you to all the volunteers. When you RSVP and decide not to attend, it still costs our sponsor and the chapter money.

Similarly, it is imperative to RSVP by the date provided. Once we have a final count, checks are cut and sent to the

facility holding the event. We cannot check multiple checks nor ask our sponsor to do that.

While we understand that there are reasons that sometimes cannot be helped, more often than not, we simply do not hear why you were not there. When chapter dollars are spent on folks who do not show, it is dollars that cannot be spent somewhere else.

Thank you!

Perfect Day for Pig Roast

Club Members Enjoy First Summer Spectacular at Vilka Bistro

BY AL APEX

First Annual Summer Spectacular was a Spectacular Success!

The Allegheny Chapter First Annual Summer Spectacular was held at Vilka Bistro in Bethel Park and was presented by Bobby Rahal BMW of South Hills. The day was sunny and warm - perfect day for a Pig Roast.

A huge thank you to Rick Speicher and Bobby Rahal BMW of South Hills for partnering with us on this event.

Joining us from Rahal was Dan (Master Mechanic) and Matthew (Resident Genius) were on hand to answer members questions and we were able

to see first-hand the X2 wrap for their dealership.

For those not in the know, BMW is the 2018 PVGP Marque of the Year! The wrap contest is to celebrate and raise money for our charities of the PVGP. The top four designs have been chosen and will be displayed at Schenley Park on July 14/15 Race Weekend. Public voting through donations. The winner will be chosen according to the donations raised for your design and will be featured in BMWBLOG and awarded a BMW X2 for a month-long drive. To vote, go to:

www.wrapmyx2.com

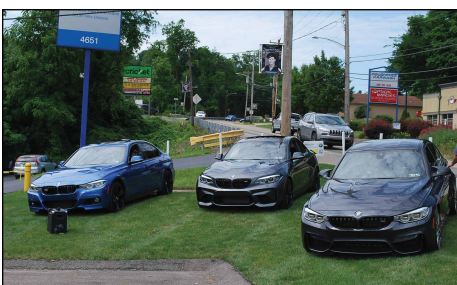


Another huge thank you goes to Ed/Tracey Shvarts (owners) and the staff at Vilka Bistro. Their hospitality was second to none and the food....thank you John Curry (head chef)! So delicious!

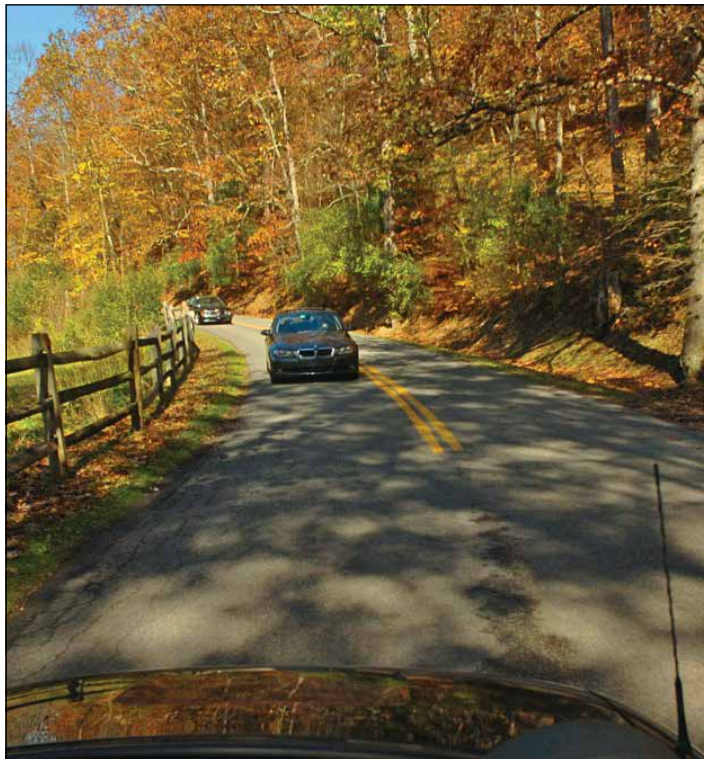
We also would like to

thank those who donated for door prizes: Ever After Consignments, Vilka Bistro, Mani Nail Spa and Julia James Salon. Also, the Dan from Back Office Plus for setting up the photo booth for us to play with! Great fun!





UPCOMING EVENTS



FALL LEAVES

OCTOBER 13TH

Fall Leaves is taking a different road this year. Rather than traveling south to meet our WV friends, we will be heading in the opposite direction to Olde Stonewall. There will be plenty of driving, photo opportunities and good times!

we will be transported to Coop #2 – WV Penitentiary for a :90 minute guided tour. Once we are released from prison, the journey home will be via more scenic twisy-turnies, arriving at the East Findley covered bridge for a brief photo op. Wrapping up the trip with be dinner at Breezy Heights Tavern in West Middletown. It is a full day of adventure!

THE LAST DRIVE

**COOP-TO-COOP
NOVEMBER 3RD**

For our Last Drive this year, our drive master team has been plotting a course that will take us from one “coop” to another. We will depart from Washington, Pa and travel to Mason Dixon BBQ (Coop #1). From lunch,



Keep an eye on the website and your in box for further details as they become available.

CHAPTER BUSINESS

BMW CLUB - ALLEGHENY CHAPTER Balance Sheet As of June 30, 2018

	Jun 30, 18
ASSETS	
Current Assets	
Checking/Savings	
1000 · CASH	
1010 · OPERATING ACCT	6,860.40
1020 · PVGP ACCOUNT	11,075.00
1030 · MONEY MARKET ACCOUNT	10,001.49
Total 1000 · CASH	27,936.89
Total Checking/Savings	27,936.89
Total Current Assets	27,936.89
Fixed Assets	
1300 · EQUIPMENT	
1301 · CLUB EQUIPMENT	169.49
Total 1300 · EQUIPMENT	169.49
Total Fixed Assets	169.49
TOTAL ASSETS	28,106.38
LIABILITIES & EQUITY	
Equity	
5000 · EQUITY	
5001 · CLUB EQUITY	25,376.64
Total 5000 · EQUITY	25,376.64
Net Income	2,729.74
Total Equity	28,106.38
TOTAL LIABILITIES & EQUITY	28,106.38

BMW CLUB - ALLEGHENY CHAPTER Profit & Loss January through June 2018

	Jan - Jun 18
Income	
6000 · INCOME	
6001 · MEMBERSHIP DUES	4,890.91
6002 · EVENT INCOME	3,188.10
6003 · CALENDAR SALES	91.45
6015 · STREET SURVIVAL	2,500.00
6030 · INTEREST INCOME	0.98
Total 6000 · INCOME	10,671.44
Total Income	10,671.44
Expense	
7000 · EXPENSES	
7001 · SUPPLIES	159.43
7002 · POSTAGE	108.30
7003 · MEETING EXPENSES	97.83
7005 · PROMOTIONS	30.28
7006 · INSURANCE	210.81
7007 · EVENT REFUNDS	92.00
7009 · EVENT EXPENSE	3,913.93
7011 · NEWSLETTER	2,495.79
7013 · COMMUNICATION EXPENSE	174.88
7020 · PVGP	425.00
7030 · 2018 OCTOBERFEST	73.95
7070 · MSR FEES	159.50
Total 7000 · EXPENSES	7,941.70
Total Expense	7,941.70
Net Income	2,729.74

Sending Your Vintage BMW to a Body Shop?

There Are Some Things to Consider Before Taking that Leap of Faith

BY CHRIS WILLIAMS

Driving Events Coordinator

If you follow these guidelines it should help make your body shop experience favorable. This experience should not leave you pulling your hair out. If you are new to this and a little overwhelmed, I will be happy to help get you started in the right direction.

- 1▶ You need to **be realistic** about the condition of your car.
- 2▶ Pick a reputable shop that does good work. You don't want to have to do this twice. (That applies to mechanical work also). Ask to see cars they have done. **Ask club members** if they have used the shop. You want to get the feeling they care about your car as much as you do.
- 3▶ When you **get an estimate** on the work that is usually a good starting point and will not be the final bill. This is not collision work that can be estimated out of a book.
- 4▶ Shop rates vary. **Shop rates could be \$60 hr. to over \$100 hr.**
- 5▶ Make sure you **understand how you are getting charged** for shop supplies (sand paper, filler, cleaner, towels). It could be figured into your price or you could get charged for every item separately.
- 6▶ Make sure you **understand the payment expectations**. It could be weekly, monthly, quarterly.
- 7▶ Make sure you **understand their policy on storing your vehicle**. You could end up with thousands of dollars in storage fees.
- 8▶ If you have come up with a **budget for your project** you most likely will need to times it by 2 or 3. That is what you will actually spend.
- 9▶ **Be very specific about the work you want done**. The less detailed you are the more likely you will not be happy with the end result or the bill.
- 10▶ You have to expect on any vintage car that some time in its life some less than stellar work has been performed on it, unless you have a completely original paint car that you have owned since new. That being said, **a good body shop will let you know early on the problem areas** on your vehicle. (poor rust repair, hidden accident damage, poor paint work)
- 11▶ **Communicate with the shop** you choose. You should be talking with them once a week at a minimum. Remember every time you add something like fix that dent, or paint the bottom of that fender it adds to your bill.
- 12▶ **Be very clear about your timeline** and quality expectations.
- 13▶ There are **things you can do to lower your bill** like disassemble and reassemble the car (trim, lights, etc.).
- 14▶ Try to supply the necessary parts to repair your car if they are available, remember **any parts the shop buys could be marked up over 100%**. You need to understand the shop markup.
- 15▶ If you are **adding fiberglass, or carbon fiber parts to your ride remember these parts require a lot of extra finish work** and most times do not fit very well. An example is the carbon fiber hood for a 2002, folks have spent upwards of \$3500 dollars to fit and paint the hood.
- 16▶ If you are getting **custom metal work done, be aware that is open ended shop time**. It is almost impossible to estimate one off pieces.
- 17▶ Lastly, you could reach a point where you have exceeded your budget, and there are no fenders, no doors, and no paint on the car. At this point you have pin the shop down on what it will take to finish the car, and decide if you can afford it. If you cannot afford it, **make sure you put it in writing to stop work on the car**. If you are pulling the car out of the shop before it is completed, be clear on final payment and a pickup date. Make sure your car returns with all the parts it left with.





SPECIAL SECTION

PVGP & OKTOBERFEST • JULY 2018



2018 Pittsburgh Vintage Grand Prix

Kyle P. van Hoften,
LA Chapter

Remember in *The Lion, The Witch, and the Wardrobe* when Lucy went through the wardrobe to Narnia? That was me in 2017. I felt like little Lucy when she stepped through the hanging coats and emerged in an enchanted land, amazed with such magic and returning with stories of a wonderful place—German Hill—that my friends (ok, her siblings) needed to come enjoy. Through no work of my own, thousands did return in 2018, and I wasn't about to miss it myself. And like Narnia, there was definitely more to see and experience again with my second visit!

I live in Southern California. We do have some cars out there. We have some old cars, some new cars, some big cars and some small cars. We also have cars that look great sitting still and cars that are great racing. But we don't have an event like the Pittsburgh Vintage Grand Prix. The Pittsburgh Vintage Grand Prix itself is more than a week long, starting with Vintage races at the Pittsburgh International Race Complex and culminating after a week of



events throughout the city and region with the Schenley Park Race Weekend, which is what PVGP means to me (so far).

The cars at PVGP are amazing. I love how so many members travel from all over to drive (and sometimes trailer) their cars to Pittsburgh. It's a fantastic pilgrimage that seems to bring everyone closer more than just geographically. But that's the part I've enjoyed...seeing the people. You can find cars left and right and although maybe not as unique as many of the ones we see at PVGP, you can't replicate people.

What I find more impressive is that the host folks from Pittsburgh are so fantastic, that energy brings the rest of the people from as far as Florida, Maine, California (not just me!), Wash-

ington State and all points in between. The 2002 50th anniversary certainly led to a lot of the attendance, but it isn't quantity of people but the quality of the people that I enjoy. Folks are so eager to hang out and talk about their cars and your cars and their car experience.

For me, it's a little bit of an online reunion with people I had only met through Instagram. Great to see their cars in person, but again, even greater to meet the owners/drivers in person. Omar Martinez, with his amazing black 02...Jerry Verios from New York with his convertible E30...Dan McGuigan with his DTM liveried E30 M3...Chris Hayes with an incredibly sounding—to me, perhaps not his neighbors—E92 M3...and so many more people that I met and look forward to enjoying our mutual automotive passions. Dirk deGroen, president of the BMW Classic Car Club of America, and I had talked many times through email but it was great to shake his hand and see he and his wife's amazing 507 (no, the other 507...no, the other one!). It was also great to see Matt Schwartz—currently living in Chicago—who drove

out with his folks (who flew in from California) in his 318Ti. I last saw Matt in Long Beach, CA and in North Carolina at The Vintage and there we were again in Pittsburgh.

It was also a reunion of sorts, too, seeing so many people that this following mini-list will surely do a disservice to all the great people I'm not including. Seeing Terry Sayther any time is always a joy, especially with whatever toy he's driving—this time an S14-swapped Baur targa 02 with a fantastic array of destination stickers on the inside of his hood that his wife Debbie proudly displayed. It was a BMW CCA event, so it stands to reason we'd see Andrew Wilson there, this time representing with his freshly restored Vern, the 02 Tii he drove from Maine. And not surprisingly, one of the only times Andrew's cars would take a back seat to anyone, earlier in the week, Bruce Hazard nudged out Andrew for first place in the O'Fest Concours with the same 02 he's owned since new that he drove from the museum at the BMW CCA Foundation in Greer, South Carolina! I mentioned there were others from California—Ben Miller and his wife Roxanne were out there as well, presumably seeing cars he's most likely helped from afar with his 2002AD shop. Also a highlight was meeting Isabella Barbagallo and her parents, in from upstate New York, not only hearing about their fantastic cars and stories, but seeing automotive passion alive and well with Isabella and her beautiful 2002.

I'd definitely be remiss if I left out the folks from National Capital Chapter. When I heard O'Fest would be aligned



SPECIAL SECTION PVGP & OKTOBERFEST • JULY 2018



with PVGP, I knew there'd be a great turn-out. Seeing Brooklyn Taylor is worth the trip across country alone. And it seems as though it's not a club activity until you see Doug Verner there—I've enjoyed seeing him in South Carolina, California and now Pittsburgh! Some day, maybe I'll see him in his home state! Always fun for me to see Paul Seto, too. And as a great testament to the nature of the club, a fellow E36M3 owner Abby Gonzalez helped me out by driving me to the track events earlier in the week and then she brought her fantastic car to German Hill Saturday, too. Ted Kalman, you are simply The Man...I know I need to add TedFest to my to-do list, certain I'll be raving similarly after that event, too.

I know I'm not mentioning all the people that I met and saw again, but I couldn't neglect Johna and George Snyder—folks who redefine hospitality and friendship for me. I know many people put countless hours into volunteering to make that event happen, but they still take the time to stop and see how folks are doing and present an amazing event year in and year out.

If you haven't been to a PVGP—specifically the closing weekend in Schenley Park—add it to the to-do list and clear the calendar now. I'm looking forward to staying in touch with so many of you throughout the off-season—those 51 pesky weeks between PVGP events—and hearing and seeing your automotive and personal activities!



This was my fourth year at the Vintage Pittsburgh Show and every year it gets better. I enjoy the atmosphere and how well organized it is. This year I got the privilege of joining in on the 2002s Coral Parade. What a great time I had. Every year we have friends that join us and they always want to come back. What an amazing weekend. Hope to see y'all next year.

Melhores Cumprimentos / All The Best,
Sally Moreira



Deb and I and our two sons have been going to the PVGP for over 30 years and always come back with great memories. I can remember walking the hills with one of our sons in a backpack. This year, at age 27, Travis did a hot lap in the M5. He said it was so thrilling that he will never attend in the future without doing the hot lap. Another hi-lite this year was my high school friend, Joe Mendel, taking third in his class and second place in the overall in his silver and yellow Lotus. So happy we were die hards and stayed to the very end to see him place.

—Bud and Deb Kuhn



SPECIAL SECTION

PVGP & OKTOBERFEST • JULY 2018



Club Racing at Pittsburgh International Race Complex

Brett and Dee Sutton

July 4th weekend approximately 100 BMW's descended on a hill in Beaver County to kick off the start of the Pittsburgh Vintage Grand Prix and BMW CCA O'fest in da Burg. There were 3 days of incredible racing. In honor of the celebration of the 50th anniversary of the 02 and BMW being the Marque, PVGP designated 2 run groups to accommodate all

of the racers. For the first time there was a one hour Enduro race on Saturday with 56 participants. The weekend set a record number of Drivers participating in a Club Race event and BMW also brought in well over a record \$50,000 for the charities.

I personally want to thank all of the volunteers that helped put this event together. July 4th was an extremely hot day, and with new asphalt being laid the day before, it was a chore lining out close to 100 spaces to house all of the race rigs in the BMW paddock. Dee, Keith, Ron, Greg, Team Williams, Rooster

Hall Racing. THANKS! I would also like to give a shout out to the Rahal Automotive Group. For the past 10 years, Rick and the gang at Rahal have provided an incredible amount of support to make this experience one of the best for Club Racing in the nation. Once again THANKS!

Speaking of 10 years, my position as Club Race Coordinator has come to an end. My very good friend Ron Vivian will be assuming the job next year. After spending many days with him at race tracks, I have no doubt this event will be in good hands. Just don't run into him at the

Rolex 24 in Daytona. He sometimes wears clothing that sports the CAD... never mind. Good luck Ron for the next 10 years of Club Racing!

There is an award called "The Spirit of Club Racing" that all of the drivers give to someone that goes above and beyond for the event weekend. It normally goes to a fellow Club Racer. This year, it was a true honor to accept the Spirit of Club Racing award presented to Dee and myself. I was shocked, to say the least. THANKS!! It truly capped off the last ten years of organizing this event even more special.



SPECIAL SECTION PVGP & OKTOBERFEST • JULY 2018



The Brown Family's Pittsburgh Adventure

Todd and Michelle
Brown, National Chapter

When reflecting on the past, what usually comes to mind are the truly exceptional memories. After our ten day trip to Pittsburgh for O'Fest and the PVGP, our family has enough stories to write an entertaining chapter in our book of exceptional family memories.

The journey to Pittsburgh really began nearly twenty-five years ago with the purchase of an M3. That well-planned purchase has morphed into quite a BMW obsession, including a modest collection, a BMW Club Race team and then a Pirelli World Challenge pro race team. It has also allowed us to meet some great folks... and quite a few characters along the way. A couple of those character, Brett and Dee Sutton, have become wonderful friends. They have a zest for life that few couples enjoy. Over the years they have introduced us to many of the Allegheny Chapter faithful, including George and Johna Snyder who asked us share our Pittsburgh experience.

Living in Virginia and having visited most of the East Coast destination cities, we have somehow never been to Pittsburgh. So when we found that O'Fest was coupled with the 50th Anniversary of the BMW 2002 and the Pittsburgh Vintage Grand Prix, we decided to make it our family vacation. We say "family" because our son, Sean joined us while his sister stayed in Los Angeles living her dream. Fortunately,

Sean is a Bimmerphile too. At age 22 he has an exceptional '76 2002 and a '98 M3 race car.

The trip began at Pittsburgh International Raceway Park (PittRace) on Friday, Saturday and Sunday where over 80 BMW's took to the track with BMW CCA Club Racing for our annual O'Fest Race.

ately impressed and surprised by the beautiful architecture and cleanliness. We dined the first evening at The Porch at Schenley and had a fabulous waiter by the name of Chuck who we would request again several nights later.

The second phase of our O'Fest adventure began Mon-

day dressed "in character" as The Professor, Mary Ann and Gilligan. We must say, Sean was likely the best Gilligan character. Wednesday was a busy one with the Downtown Parade and Plaza Display followed by the Tune-Up Party at Heinz Field. That was certainly a car lover's dream day.

Thursday evening saw us attending the Pirelli Dinner at the Carnegie Science Center after a daytime excursion to Sewickley. On Friday morning we again travelled with the 2002 crowd to the Frank Lloyd Wright designed "Fallingwater", another bucket-list destination. That afternoon we visited the Forbes Avenue of Speed Show. Exhausted, we dragged ourselves to our hotel and slept straight through the Robber Barron themed dinner we planned to attend.

Saturday and Sunday was of course, the PVGP at Schenley Park. We have heard about this event for years, but nothing can completely prepare you for such a spectacle. As part of the largest BMW turnout in the history of the event, our family's highlight was the BMW track parade on Sunday. Michelle waived to the crowd as Sean proudly blew his train horns imbedded into his '02. A photo of the car in the parade was the cover-shot on the September edition of the National Capital Chapter's monthly newsletter, "Der Bayerische".

As you have read, our vacation to Pittsburgh was event-filled, leaving nothing on the plate. The Brown Family would like to thank the entire Allegheny Chapter for hosting an exceptional event; one that will create lifetime memories and stories for our family.



We truly enjoy our weekends with our Club Racing friends sharing "coulda, shoulda woulda" track stories. Sean happens to have his '02 on display and it was chosen for a PVGP photo shoot along with two other special marques. Following the race weekend we travelled to Pittsburgh and were immedi-

ately with the Welcome Dinner followed on Tuesday by a BMW 2002 Covered Bridge Tour of the Pennsylvania countryside in Sean's "02". Joining some 40 other 2002's, the event was certainly a sight to behold. That evening we attended the Gilligan's Island themed River Boat Cruise. We



SPECIAL SECTION

PVGP & OKTOBERFEST • JULY 2018



Event Highlights

Barry Loar

It was a busy week for me trying to take in the 2002 Covered Bridge tour, Heinz Field Tune-up, Pitt Race events on Thursday and Friday and the assorted banquets in the evenings. I've been coming to the PVGP for the past nine years and the Saturday event on German Hill was incredible with over double

the usual BMW attendance.

The absolute highlight of the week was my Thursday hot lap in the #25 Z4 GTLM with Mike Renner. I strapped in, grabbed the roll cage and lower seat and off we went in pursuit of the M3 GTR. We were on its tail for the first portion of the course and it was awesome watching the flames shoot from its side pipes every time the M3 shifted gears. Mike shot by on

the second straight and immediately slammed on the brakes and dove into the left hand turn. By the end of the laps I was feeling a bit queasy but ecstatic from the wild ride.

I definitely enjoyed all the fellow 2002 owners and seeing their cars and talking shop. The parade lap on Sunday event ran smoothly and wasn't painful at all. Too bad the inaccurate weather forecast for rain scared

away some of the drivers and the Guinness record wasn't broken. I even managed to avoid the evil Ft. Pitt bridge traffic by taking alternate routes/bridges later in the week.

Thanks again to the Allegheny chapter for all the hard work and coordination. 2018 was a memorable experience for everyone.

Barry Loar
1976 2002 jade grun

Nittany Bimmers
(primary chapter)

Allegheny
(associate chapter member)



Reflections

Rick Roudebush,
Illini Chapter

BMW car folks are awesome. That is usually my tag line, but this time it needs to be shouted from the top of German Hill right up front. Many of us have never seen a BMW 328 or 507 Roadster in person, so when meticulously restored

versions of these gorgeous rare birds drive up the grassy hill and back towards the BMW tent in front of your very eyes, it can be staggering, and it was. We all knew PVGP was gonna be beyond its usual spectacular vintage car gathering this year with Ofestridding piggyback on the event, but this year's display of cars was only outshined by the caretakers of these pristine epic

roadsters. Spectacular cars don't just restore themselves and show up on their own. There must be dedicated enthusiasts behind them who search them out and recognize the potential underneath the rust, dust, blankets, bird poop or lids of many boxes in some cases. That person then must endure the extensive effort and expense to secure or reproduce missing or decayed parts, perfect all the running gear, disassemble and reassemble many times, prep and paint every piece and document every step along the way to achieve this level of perfection. When finally finished, the best of the best people who slogged through this extensive process then share the masterpiece with other enthusiasts at events like PVGP. Such was the case with these two old roadsters.

Lothar Schuettler is one of these kind folks who displays his many cars at shows like

Pebble Beach and Hilton Head where his 328 Roadster has earned top honors. The story of him buying the 81 year old car in pieces stuffed in boxes is well known and previously written about. When first seeing him along side the car I was nearly dumbfounded by how approachable Lothar is, eager to share the story with strangers and then, with a smile, he just handed me a thick binder of photos from behind the seat of the car to, "Take it over to the shade and look it over. Bring it back when you are done. There is a lot to look at." To display a gorgeous car like this one at a show like this is an astounding demonstration of devotion to the desires of fellow true enthusiasts to see the cars up close and in person. This is a very rare occurrence in my world and the vast majority of spectators I witnessed were extraordinarily respectful. (I get the following



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information from allcarcentral.com) They only made 464 of these extraordinarily well engineered roadsters from 1936 through 1940. Only 18 of those were produced in black. Only 6 produced in black in 1937 and this is the only black one whose engine was modified to be a race car. Schleicher & Co. was a tuning company. Yes, even back in the thirties there were apparently tuners extracting more power from BMWs. Mr. Schleicher had been involved in the design of the 328 before opening his own shop, Schleicher & Co. and was able to increase the hp from 80 to 124. "In 1938-39, with Hushkevich at the wheel, this 328 saw many victories at such famous places as the Nurburgring, Hockenheim, the 24 Hours of Le Mans, and the Grossglockner hill climb." This is an amazing provenance and we were so fortunate to see this car up close and in person. Then later in the day we heard it start and witnessed Lothar drive off in the car he so lovingly and skillfully restored, mostly with his own hands.

I barely got started looking at Lothar's big binder when my friend Atanas and I were called for our turn for a "Hot Lap" ride along with BMW Performance Center hot shoe Chief Instructor Mike Renner. I highly recommend you do this if given the chance. This was to be my 4th ride along with "Sir Schnell". Two were at a previous PVGP and the other one was at Dayton prior to the 24. Mike is an amazing ambassador to BMW Motorsports and always makes sure his passengers have a fantastic ///M experience. This lap was no exception. We arrived as Mike finished a lap with other

lucky riders, and we needed to wait for a break in the practice laps being taken by the real vintage racers. We had seen the retired RLL Racing Z4 parked along the road as we approached in the golf cart. Atanas and I talked with Mike about that beautiful race car with lust in our voices, so he asked if we wanted to go back and have a closer look. Of course we did! Mike asked to borrow the golf cart for a few minutes and took us back for closeup drooling, discussion and pictures. Later in the day Mike would be escorting a few folks around the same track in this car. That must have been a heart pounding, and ear pounding experience. The Schenley Park «track» is normally docile city streets that wind through and



around the lovely peaceful park, providing commuters and park patrons a beautiful scenic drive. However, on PVGP weekend the commuters and park patrons are protected from entering the track area by Jersey barriers and the streets are lined with hay bales that protect the high curbs, trees and stone walls from stray vintage racers and in our case, the new BMW F90 M5. Race tracks are usually banked for the turns, but since these are normally city streets, they are crowned in the center and

have storm drains to remove the rain water when it comes. This makes for a very interesting and challenging «line» around the track that Mike has mastered and memorized, then delivers quite a thrill ride to his passengers. My friend, Atanas Zhilev, admin for the Facebook page MOTORSPORTSLIFE, made a video of our lap from the center back seat where you can see Mike masterfully working the wheel of the new 600+ hp M5, guiding it through the tree tunnels, skirting the stone walls and drifting around German Hill curve as we hoot and holler with delight at the rush of "brutal acceleration" (Atanas's words, and a pretty accurate description). The braking and cornering capability of this car in Mike's

hands is simply amazing and just makes me giddy with joy. Here is a link to our hot lap video. <https://youtu.be/hVd-wqSrlQKo>

After our thank yous and goodbyes to Mike and with eagerness of new plans to meet again at Road America this August for another thrill ride, we walked shaky legged back to the golf cart and Gary returned us, all jabbering like school kids, to German Hill where the BMWs are carefully arranged by model. We strolled through the

display again and took pictures of our favorites and visited with some owners, you know, car talk. We also wandered down to see the record setting drift car and the specially designed refueling car. While we were making our rounds, Dee Sutton saw my wife Sonja and invited her to ride along in a 2002 for the record setting parade lap. Atanas and I watched the cars go by not realizing Sonja was in the third car. So many cars to see and so little time. After our tour of all the BMWs, we grabbed a cool drink and took a seat at a table under the tent to soak up some shade with my wife Sonja who had just returned shortly before us. It just so happens she had sat at a table with Thomas and June Pesik, the owners of the bright red 507 we had seen arriving that morning and had just been photographing. After introductions, Sonja told us that they were the owners of the beautiful bright red roadster that was attracting so much attention as it sat gleaming in the sun in front of us. I don't know if we were stunned earlier by the sheer presence and sound of my first 507 sighting or were still full of endorphins from our hot lap, but I hadn't put it together that these were the folks that had arrived in the gorgeous red roadster earlier that day. Of course, we are dying to hear the story. Thomas proved to be another one of those awesome BMW folks who was very approachable, so easy to talk with and willing to share his story with this car. The more questions we ask, the more kindness that poured out. Thomas opens a fantastic tooled leather binder that he hand crafted himself containing amazing before and after pictures of the car as



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purchased and all along the way to being reconstructed as the beautiful specimen sitting there less than twenty feet away. I am knocked out by the before picture of the aluminum front nose after it had been chemically stripped of its paint. It kind of looked like silver Swiss cheese. A wood pattern was made by taking measurements from another car and making minor adjustments to fit his car. All of the body parts were hand hammered and welded at the factory back in the day and no two were exactly alike. The wooden skeleton was then used to hand shape a new aluminum skin to re-create the singular spectacular shape of one of the most beloved and lusted after rolling art forms ever created. Once the individual pieces were created and welded together, weld seems flattened and massaged smooth as a baby's butt, the decayed nose was cut off and the newly made nose was grafted onto the car and those butt welds were ground smooth. Now it looks like a car again. A ton of hand sanding and blocking followed

before the sexy red paint was applied towards the end of this 41 year long labor of love. I asked Thomas if he still has the old front end. He said it simply disintegrated into pieces as it was being cut off, but he still has the wooden "buck" pattern that was used to hand craft the new nose. "I would hang that over the fireplace in my living room." I said, only half joking. He laughed and assured me it is hanging in his shed, but will be hanging prominently in his garage as soon as he makes room. We poured over nearly every detail of the restoration with awe and respect for the attention to detail and craftsmanship. Later conversation revealed we have a mutual love for all things planes, trains and automobiles. We both have our slot cars from bygone era, his 1/24 scale and mine HO. We both love model trains and real steam engines. Kindred souls. Is it kismet that we met here at PVGP? A skilled craftsman in his own right, Thomas created the beautiful tooled leather book cover and the leather floor mats that adorn

the floor of the car. Just as it is impossible to capture the beauty of the 507 in a photograph, a photo of the floor mat does not reveal the depth of workmanship involved in creating it, but I think you can get a glimpse of the kind soul behind the eyes of my new friend Thomas.

Speaking of new friends, JackieJouret was on hand to sign copies of her newest addition to the world of BMW cognoscenti wannabees. We met at the «Hero's of Bavaria» exhibit, for which she 'wrote the book' with the same title. This time her offering is "The Icon: 50 Years of the 2002" and "The Foundation" exhibit of the same name is not to be missed. (She gets embarrassed when I refer to her as "THE" JackieJouret, but suffice it to say, I'm a big fan.) The "Icon" was the main focus of this year's PVGP, to see how many of the 2002s could be gathered on a track on its 50th anniversary as championed by our friend Bret Sutton. That will be his story to tell, but there were at least 4 rows of vv 2002s spread across the widest part of

German Hill. That seems like a lot to me. After Jackie signed my copy of the "Hero's" book we were talking and Mike Self walked up. "Well, you must feel like you are right in your element here Mike." I say, recognizing him from his picture on his monthly contribution to the "Roundel".. We chuckle as we are looking over a colorful field of "Roundies" and square tail lighted little boxyBimmer that started the BMW fervor here in America. Many thanks to the folks that volunteered to work so hard to make this event such a grand success.

These are a few of the highlights of my experience at this years gathering, but there are many "moments" to be had at the Pittsburgh Vintage Grand Prix and the Allegheny Chapter folks truly know how to throw a fantastic party. If you love cars, especially Bimmers, you should definitely plan to attend next years get together. I think you will enjoy meeting the best of the best awesome BMW folks and the cars ain't bad either.



Club Success

Mike Renner,
Sandlapper Chapter

I knew when the decision was made to combine the car club's Oktoberfest and the Pittsburgh Vintage Grand Prix (One of my favorite events) it would be a success. The two events have so much to offer and when combined it was extraordinary! Oktoberfest is the annual gathering of the BMW Car Club that provides an opportunity to see many people that perhaps you only see at that event every year

and meet new people as well. The national office of the car club along with help from the Allegheny chapter and other chapters did a fantastic job of planning and organizing events that utilized all that the Pittsburgh region has to offer. The great track and facility at Pitt Race International (I think it's a well kept secret), the river cruise, cruising on a boat to dinner at the science center, concours along the river and driving tours come to mind. Yes, Oktoberfest was incredibly good. To have that event lead into one of my all time favor-

ite events, the Pittsburgh Vintage Grand Prix was fantastic. I was first invited to attend and give hot laps at PVGP in 2009 and I look forward to attending every year. I have always been impressed with the event and the work and efforts of the Allegheny chapter on German Hill. It is a special and unique event and I have always been welcomed by everyone. I'm a southerner and southern hospitality is something that is spoken of but I have found people in the Pittsburgh region to exude the same traits and one reason I enjoy the event. I look

forward to reacquainting with every one each year. This year I had the pleasure of introducing the event to Tom Plucinsky (Produce communications for BMW NA), Bill Auberlen and three guys from the BMW Rahal Letterman team that takes care of the BMW Classic collection. Let me tell you, they all were impressed by the event, the corral put on by Allegheny chapter and the number of BMW's! No surprise though, because it was impressive! I would like to say thanks to the Allegheny chapter for putting on another incredible event.

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The 10 Days of Pittsburgh

Lou Ann Shirk,
BMW CCA
North Atlantic Chapter

When I was elected to the North Atlantic RVP position over two years ago, I discovered the Allegheny Chapter had requested the honor to host the BMW CCA Oktoberfest 2018. I was excited to know the event was going to be in my region. What I did not know at that time were the extra events that would be held in conjunction

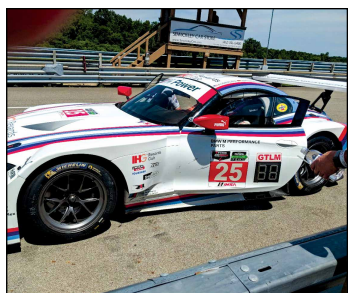
with the annual Ofest. So, in addition to the typical OKtoberfest schedule of rallies, dinners, tech sessions, gymkhana, HPDE, charity rides, the Concours and more, the Allegheny Chapter now had the responsibility of Club Racing at Pitt Race the weekend before and the PVGP the weekend after Oktoberfest 2018.

For those not able to attend, they had a record number of cars and drivers in attendance at Pitt Race for the Club Races. Also there were almost 1400 members registered for the week

long activities. The icing on the cake was at PVGP. Your chapter members stepped up their game to register and park over 700 BMW's on German Hill. It was very impressive to see so many cars of the same Marque, yet different in so many ways. It was an eclectic mix starting with BMW's from the 30's to a massive amount of '02's to all of the latest models.

It was a daunting task, but with the assistance of many Allegheny Chapter members the "10 days of Pittsburgh" was a resounding success. I am re-

fraining from mentioning any specific names for fear I will omit and/or offend anyone, but I want to THANK everyone for your countless hours in preparation of this very memorable week. We could not have pulled this off without you and I am especially proud that you never lost site of the meaning of your gatherings for the entire week were to raise funds to support the local charities. Kudos to everyone!



BMW CCA Oktoberfest and PVGP – A Spectacular Week

Pete Sullivan,
National Chapter

The BMW CCA Oktoberfest in Pittsburgh followed by the Pittsburgh Vintage Grand Prix was in one word - incredible. From the Welcome Dinner where president, George Snyder, described Pittsburgh as quirky to the car shows and racing at PVGP, the week was superior. There are many memorable moments I took away from Pittsburgh that include the Gilligan's Island themed boat cruise on Pittsburgh's famous rivers, the concours at Heinz Field, experiencing Pittsburgh International

Race Complex for the first time, the Tune-Up party at Heinz Field, the progressive dinner at the Carnegie Science Center, the tour of the incredible Fallingwater, the Robber Baron themed dinner at the old Pittsburgh & Lake Erie Railroad Station which is now the beautiful Grand Concourse Restaurant, the final banquet and the talks. Having grown up in Pittsburgh until college and career took me away, I experienced some of these venues previously, but experiencing them again with friends and new acquaintances passionate about BMW, the brand and their automobiles made it all that more enjoyable.

My first PVGP was in 2009 when BMW was the marque. It was then I learned the extraordi-

nary time and effort the Allegheny Chapter puts into organizing it and in creating an atmosphere where everyone feels welcome. This was my first taste of what has become an experience I look forward to each year. That there

are car shows and racing occurring at the same time a few feet away makes this a happening not to be missed. For 2018, the Allegheny Chapter and the BMW CCA made this an unforgettable experience.

The BMW CCA Oktoberfest in Pittsburgh followed by the Pittsburgh Vintage Grand Prix was many years of planning and work by a dedicated team from the Allegheny Chapter and the BMW CCA. Their long hours and efforts allowed us to experience a fun and enjoyable week that will not be replicated.

My sincere appreciation to the Allegheny Chapter, volunteers, the BMW CCA, BMW North Americas and the sponsors for a spectacular week.



Spartanburg Delivery

The Magic Carpet Ride

BY GLEN BEATTIE

My personal familiarity with the BMW 2-Series began the weekend of the total solar eclipse in August 2017. Several members of the Northern Ohio BMW roadster club decided to make the trek down to Greenville, which was right in the middle of the path of totality. (This was not a club-sponsored trip.) As veterans of many BMW Roadster Homecoming events, we were all well acquainted with the Spartanburg area.

We decided to drive through Virginia via the Rt-16 “Back of the Dragon”, which is an incredibly scenic and challenging two-lane twisting ribbon from Tazewell to Marion, crossing two mountain ranges in the process.

One of the drivers was concerned that his tired, high-mileage Z3 roadster, with its

115 hp, 1.8 liter engine, was going to struggle on the mountain climbs. But since this wasn't a roadster club event, he decided to take his M235 instead. That turned out to be a fateful decision...for me.

On the first evening of the trip we went to dinner together. I decided to ride with him to reduce the number of vehicles. His wife deferred to the diminutive back seat (thank you!), and I sat up front.

I had recently become concerned about BMW product trends. BMW seems to be slowly but surely sacrificing their famous visceral sporty driving experience in favor of luxury, comfort and gadgets (excepting the true “M” cars, and even they are losing manual transmissions). I don't understand why the company is chipping away at their bedrock. As I've told my friends many times, if I wanted a Mercedes, I'd buy a Mercedes. I



buy a BMW with a very different set of expectations.

It seems to me that BMW is trying to become Mercedes just as Cadillac is trying to become BMW.

But that evening I could tell right away that my friend's M235 contained much of BMW's old heritage DNA... small, light, nimble, fast and fun—even for a passenger. This was a car I had to investigate.

Five months later I had completed all my research and many hours of test drives—both dealer-sponsored and from friends who happen to

own a 2-Series (although I must confess that I had to go all the way to Canton, OH to find a manual to test-drive).

IT WAS TIME TO BUY.

I was intrigued with the idea of European Delivery. I've read glowing reports in magazines, newsletters and blogs, and I personally know some people who have done it and they've all loved it.

There are discounts offered for European Delivery, since the car is then imported to the US as a used car, not a new car. I figured that the discounts could go a long way





toward paying for the trip.

I learned that the European Delivery discount on the M240i is \$2,280. Not bad!

After carefully working up what I considered to be a “fair price,” I presented a proposal to several local dealers. They all turned me down immediately. I couldn’t understand why.

Then one of the dealers told me that European Delivery gets no AVP (dealer hold-back), incentives or rebates.

It still didn’t click with me. Then another dealer sent me two worksheets: one for European Delivery and one for US delivery. It showed that European Delivery was indeed \$2,280 less expensive at the top-line. But with no AVP, incentives or rebates, it was whopping \$4,400 more-expensive at the bottom-line. DING! The light bulb went on.

By that time, my family was expecting a springtime European vacation. (Heck, we had even watched Chevy Chase’s National Lampoon

movie again in anticipation.)

When they heard the bad news, my kids tried to tell me how important this car was to my overall future happiness, how my fundamental positive outlook on life may hinge on buying this car, and how I’d regret the decision to forego European Delivery for the rest of my life.

So I asked them if they were at all interested in going on a vacation to Germany without European Delivery.

“The heck with the car, Dad. You don’t really need it anyway. Let’s pack!”

So off we went for 12 days.

Spartanburg Delivery seemed like a reasonable consolation prize in lieu of European Delivery. Little did I realize at the time that this is really The Grand Prize.

My M240i was built in Leipzig on April 25th. Although the car was in the US about 4 weeks later, the first available Spartanburg Delivery date was Wednesday, June 20. I had already decided that in

this case, patience was a virtue.

One of my long-term “bucket-list” items had been an overnight trip on a train in a sleeper car with a private room. Spartanburg Delivery offered the perfect opportunity.

So I spent four and a half times what a coach airline ticket would have cost me in order to take the Amtrak Crescent sleeper train on Monday, overnight from Philadelphia to Greenville. It was a fantastic experience (worthy of its own narrative).

I arrived in Greenville at 6:00 on Tuesday morning, the day before delivery. My daughter flew in later that day to meet me.

While waiting for my daughter to arrive, I took the opportunity to visit the BMW CCA Foundation. This year they have twenty-four 2002s on exhibition, as well as a 1600 and a 2000. Most are in showroom condition.

But this was just a prelude. Spartanburg Delivery is the main event.

IT GOES LIKE THIS:

You are picked up at the airport or train station the day before your delivery in a brand new X5. BMW arranges your accommodations at the Greenville Marriott and they buy you dinner (which you order off a special BMW-logoed menu). In the morning they buy you breakfast and then shuttle you over to the Spartanburg Performance Center.

From 8:00 to 10:00 you’re on the track with an instructor in the model car that you’re buying. (So you get to beat up their car, not yours.) You participate in three activities: skid pad exercises, ABS braking exercises, and a slalom course. Then either Don Isley or Jim Clark takes you for a hot-lap in an M5. (It was awesome! My daughter never stopped laughing.)

From 10:00 to 11:30 they take you across the street for a factory tour and a look at the Zentrum museum.

From 11:30 to 12:00 you drive an off-road obstacle course at the Performance Center in an X5.

ROAD TRIP REVIEW



Then you have a hosted lunch. Your car delivery starts shortly before 1:00.

The Delivery Specialist I had was named Nicholas. He spent two and a half hours going over every important feature of the car, configuring all the buttons and settings I wanted, and setting up my phone with BMW Connected Drive and Apple CarPlay.

We were out by around 3:20. We drove over to the Zentrum to park the car on the sidewalk for a photo-op (some rules are suspended when you're wearing a blue delivery-day wristband)...

We left Spartanburg



around 4:00 and followed the BMW recommended route to join the Blueridge Parkway south of Asheville. We drove it up to Little Switzerland, where we stayed overnight at the Switzerland Inn (a beautiful chalet with a good restaurant and a top-of-the-world view).

On Thursday morning we drove The Diamondback (Rt-226A) very early before breakfast, when we knew there would be no traffic.

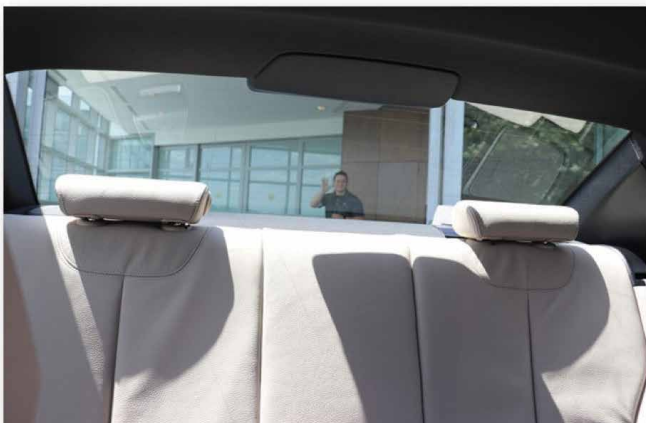
After breakfast we drove to Princeton, WV via the Back of the Dragon (again). I learned that the road is just as beautiful and just as challenging northbound as it is southbound. We stayed overnight in Princeton at a new and very nice Fairfield Inn.

On Friday we visited The Greenbrier in WV, The Omni Resort in Hot Springs, VA and took the Rt-39 Appalachian Waters Scenic Byway to US-

79, which brought us home. I'm glad that we avoided the Interstates for most of the way home, in favor of twisty-turning scenic byways.

The Performance Delivery Center experience is free, from the moment you step off the plane in Greenville until you drive away in your new car.

And what an adventure it is. If I ever buy another brand-new BMW, you can bet it will be delivered in Spartanburg.





Coming in October: Street Survival 2018



Chapter Offers Program for Young Drivers for Fifth Year in a Row

BY AL APEX

Allegheny Chapter's Tire Rack Street Survival is back again this fall.

This year it will be held on Sunday Oct. 21st. It is the the 5th year that we are offering this great program for young drivers. Over the last 5 years, we have taught more than 100 young drivers to become safer drivers.

This year, we will have

Chris Williams as our lead instructor again. Jeff Taylor will be our classroom instructor. Greg Calvimontes is once again the Committee chair.

As always, we will need volunteers to be coaches, help with registration, run the three exercises, help with lunch, do tech inspections, etc.

It is held at Pittsburgh international Race Complex in Wampum, PA.

We guarantee to feed you

and have plenty of coffee to start your day!

The way Street Survival is taught, the students get half the time on the course, and half the time in the classroom. So one reinforces the other.

While most young people are not fans of getting up early on a Sunday, they soon find it fun to push their cars from the start with our braking exercise.

It starts with them floor-

ing the car at full speed to about 40 and then slamming on the brakes. They do this 3 times. I guarantee that they are all awake by then!

We think that this program is an important part of our chapter giving back to the community.

If you are able to help with this event, please contact Greg at gregc@pghcustomht.com.

See you at PittRace on Oct. 21.

Auto Factories Fascinate

Member Tours Production Plants to Learn about Car Creation



BY GLEN BEATTIE

Over the years I've been fortunate to have the opportunity to tour many automotive assembly plants. I've visited plants operated by GM, Ford and Toyota, and I've toured no less than five BMW plants (Spartanburg, Regensburg, Munich, Dingolfing, and most recently, Leipzig).

They're more alike than different but they all have their individual quirks. For instance, the Toyota factory in Indiana only dimly lights their body plant because robots don't need light to see. The Corvette line in Kentucky moves at about 1/3rd of the speed of the Impala-Malibu line in Michigan. The BMW plant in Munich is impossibly small. And the GM plant in Tarrytown, NY (closed in 1996), had a large mallet for the assembly worker to use on exhaust systems that didn't fit quite right.

But in spite of these dif-

ferences, the processes are all similar.

The sprawling BMW plant in Spartanburg—BMW's largest assembly facility—seems to represent the “norm” of current automotive production techniques. That is, there was nothing that I could point to in Spartanburg and say, “Wow, that's really different.”

The Munich plant is a model of Just-in-Time, Just-in-Sequence manufacturing. The plant is bordered by a highway, the Olympic Park and apartment buildings. There's no room for expansion. Everything that arrives from suppliers goes directly to the production line and finished vehicles go directly onto car carriers. During the manufacturing process the vehicles seem to move vertically as much as they move horizontally. They produce about 800 3-Series per day, and about 1,200 engines per day.

Interestingly, the stamp-

ing plant is on the 1st floor (what we in America would call the 2nd floor). The reason is to prevent the impulse shock wave of the 9,000 ton presses from propagating through the ground to the nearby apartment buildings.

Back when I visited the Munich plant, BMW was using electrostatically-applied dry-powder clearcoat. After application the body was baked in an infrared oven. It warmed my heart to see a huge tank labeled “PPG Industries, Pittsburgh PA.”

The Dingolfing plant, which stems from the original Glas car factory, is nearly as large as Spartanburg. It produces 280,000 cars per year (mostly 5-Series and 7-Series). The surprise was the Rolls Royce production line. The cars are built mostly by hand with extreme care. There's no discernable “tact time” for the workers to complete a specific task. I

suspect that the workers are allowed as much time as it takes, within reason. In an odd way it reminded me of the Model-T production facility at the Ford Piquette Avenue plant in Detroit before the moving assembly line was established at Highland Park in 1910.

BMW in Regensburg has one of the best tours. It's three hours long and involves 2.5 miles of walking. Built in 1986, Regensburg produces 340,000 cars annually, including 1-Series, 2-Series, 3-Series, 4-Series and X1s. It has a press shop on the ground floor, which makes me better appreciate why they put the presses up one floor in Munich. As we approached the building, we could hear and feel the rhythmic deep harmonic pulse from the presses. It reminded me of a scene from the first Jurassic Park movie.

Stamped parts are the only items that are neither produced JIT nor delivered JIT. Produc-

ing a car requires a large number of stamped parts and most of the bigger parts require more than one stamping step. With a limited number of stamping presses, the tools are changed frequently to produce all the different parts and supplies of stamped parts are then stocked. They can change the stamping tools to produce a different part in as little as 3 minutes.

One reason that model generations usually last about 6 or 7 years is because that's how long the extremely expensive stamping tools are expected to last.

Once the first body panel is placed on the production line (usually the floor pan) it takes about 36 hours to produce the car, including painting.

The production lines are model-specific up through the body shop—almost all robotic—but then they merge into “one-line” to go through the paint shop (all robots) and final assembly (almost all human).

The Regensburg tour has an interesting presentation in the paint shop. The facility was obviously designed with visitors in mind. Visitors are isolated from the ultra-clean paint line by large glass windows, which give a good view of the paint robots in action.

The first parts of the painting process are the phosphate and e-coat baths, which we didn't get to see. Primer coats are applied in black, white, or red, depending on the color of the topcoat. The application of the topcoat is what they highlight.

They made a big deal of “frozen” paint, which is the matt finish available on some models through special order.

The Leipzig Werks is the most modern of the BMW assembly plants, and is perhaps

the most interesting of all. It opened in 2005. BMW hired the renowned architect Zaha Hadid to design the Administration Building, which is connected to the body shop.

This is part of the assembly line from the adjacent body shop. It runs right through the middle of administration building...

It sure catches your attention as soon as you walk in the door. No actual work is done on the bodies in the Administration building and look like they're completely finished bodies-in-white. The conveyor is very quiet—if not completely silent. Yet the sight is visually shocking.

I'm sure they do it for the aesthetic effect it has on visitors (they illuminate the bodies with soft blue light), and to remind the managers and employees in the Administration building

why they're there.

Leipzig is where BMW builds all electric i3 and i8 vehicles. The production is quite unique. The frames are produced entirely from carbon fiber to reduce weight. The carbon fiber comes from the SGL Automotive Carbon Fibers plant in Moses Lake, Washington, which recently tripled their production. A typical steel frame body weighs about 700 lbs. A carbon fiber body weighs just 260 lbs., and requires no paint. The exposed parts are covered with painted plastic. (You may ask why they paint the plastic instead of just molding it in the desired color. Good question. I suppose car companies have painting ingrained in their DNA.)

The bodies don't go through a phosphate or e-coat bath (no need), so the primer is

the first paint layer applied. All the primers are black (no white or red). The base and clearcoat are applied traditionally.

The i8s are built entirely by hand. The entire production line is less than 500 feet long. It's the shortest production line I've ever seen.

The tact time for most BMW production lines is 72 seconds and involve one or two operations. The tact time for the i3 production is 5 minutes, and the tact time for i8 production is 45 minutes and may involve as many as 50 to 60 operations. The best and most experienced workers are selected for that line.

Automobile production is fascinating to witness. I encourage you to visit as many assembly plants as you possibly can. You'll find that each one is unique in its own way.





EXCLUSIVE MEMBER REBATE

NEW! IMMEDIATELY QUALIFY For The BMW CCA Membership Reward Rebate Program!

Individuals who **purchase a club membership of three or more years** will now **immediately qualify** for the **Membership Reward Rebate Program** and may be eligible to receive a **rebate of up to \$1,500**. A **three-year club membership** can be purchased for **only \$134**.

This is an incredible opportunity that is available exclusively for members of the BMW CCA. **To see the full program rules and offer details please visit bmwcca.org/vehicle_rebate.**

Associate Members Can Get Rebates, Too!

Individuals who purchase a primary three-year club membership can also purchase a three-year associate membership for a spouse or child residing in the same household for only \$30. The associate member will also immediately qualify for the Membership Reward Rebate Program.

Important Program Rules

- The membership must be purchased on or before the purchase date of the vehicle and the member must apply for the rebate within 60 days of purchase using the form found at bmwcca.org/vehicle_rebate.
- The program cannot be combined with USAA, Military, Diplomatic and Corporate Fleet rebate programs.
- Memberships purchased for the purpose of obtaining a Membership Reward Rebate from BMW NA are non-refundable from date of purchase.

The complete program rules, terms, and conditions are available at bmwcca.org/vehicle_rebate

2018 MEMBERSHIP REWARD REBATE ELIGIBLE MODELS AND REBATES

NEW PASSENGER CARS (Model Years 17, 18 & 19)

2 Series (all models including M235i & M2)	\$500
3 Series (all models including M3)	\$500
4 Series (all models including M4)	\$500
5 Series (all models including M5)	\$1,000
6 Series (all models including M6 & ALPINA)	\$1,000
7 Series (all models including ALPINA)	\$1,500
Z4 (all models)	\$500
i3 REX	\$1,000
i3 BEV	\$1,000
i8	\$1,500

NEW SPORTS ACTIVITY VEHICLES (SAV) (Model Years 17, 18 & 19)

X1, X2, X3, X4 (all models)	\$500
X5, X6 (all models)	\$1,000

CERTIFIED PRE-OWNED AUTOMOBILES

M models	\$500
All other models	\$250

BMW CAR CLUB OF AMERICA • MEMBERSHIP REWARD PROGRAM
2918 PROFESSIONAL PARKWAY STE. 210 • AUGUSTA, GA 30907 • WWW.BMWCCA.ORG



NEW MEMBERS

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

MAY 2018

Alex Mosites..... *McMurray*
 Britney Orange..... *Murrysville*
 Charles Amirmansour..... *Oakville CA*
 David Haffner..... *Pittsburgh*
 Frank Yourick..... *Murrysville*
 Janet Felts..... *Murrysville*
 John Kuzmishin..... *Pittsburgh*
 Julie Napolillo..... *Pittsburgh*
 Leonard Laabs..... *Washington*
 Mark Straub..... *Mars*
 Michael Bogacz..... *Gibsonia*
 Michael Frazier..... *Canonsburg*
 Nathan McKee..... *Pittsburgh*
 Peter Lorenz..... *Seattle WA*
 Reed Davis..... *Pittsburgh*
 Ronald Smith..... *Eighty Four*
 Scott Bradley..... *Greensburg*
 Spencer Troetschel..... *South Park*
 Stephan Dake..... *Pittsburgh*

JUNE 2018

Adam Weinstock..... *Washington*
 Bruce Weiner..... *Pittsburgh*
 Chad Davis..... *Bridgeville*
 Chase DeFelice..... *Pittsburgh*
 Christopher Antitomas..... *Export*
 Christopher Wojtaszek..... *Pittsburgh*
 Don Bradley..... *Aloha OR*
 Ed Perschke..... *Grove City*
 Even Perrone..... *Pittsburgh*
 Jaime Levine..... *Solana Beach CA*
 James Kelley..... *Gibsonia*
 Jana Grimm..... *Bridgeville*
 John Frohlinger..... *Pittsburgh*
 John Shaner..... *Kittanning*
 Jonathon Staso..... *Irwin*
 Kenneth DiNino..... *Pittsburgh*
 Mark Hampton..... *Pittsburgh*
 Michael Ferguson..... *Finleyville*
 Michael Moidel..... *Monaca*
 Parker Phillips..... *Bridgeville*
 Paul Inrig..... *Ottawa ON*
 Richard Narvett..... *Fairview*
 Rob Colleran..... *Venetia*
 Scott Burgauer..... *New Castle*
 Scott Pulkowski..... *Canonsburg*
 Thomas Nee..... *Allison Park*
 Thomas Phillips..... *Pittsburgh*

JULY 2018

Aaron Mills..... *Pittsburgh*
 Alex Feyche..... *Pittsburgh*
 Alex Sarver..... *Mars*
 Alexis Gaydos..... *New Galilee*
 Ben Valletto..... *Cheswick*
 Casey Craig..... *Johnstown*
 Charles Michael..... *Pittsburgh*
 Charles Pascarella..... *Pittsburgh*
 Cheryl White..... *Pittsburgh*
 Chris Allison..... *Johnstown*
 Chris Stanford..... *Pittsburgh*
 Christian Kim..... *Wexford*
 Danette McMellian..... *Gibsonia*
 Daniel Bauer..... *Pittsburgh*
 David Chatak..... *New Kensington*
 Edward Beeghly..... *Bessemer*
 Eric Pete..... *Pittsburgh*
 Ganesh Mani..... *Pittsburgh*
 Gen Satch..... *Murrysville*
 Giovanni Roscoe..... *Pittsburgh*
 J.R. Sanchez..... *Orlean VA*
 Jagjit Singh..... *Pittsburgh*
 James Mermigas..... *Wexford*
 James Sullivan..... *Pittsburgh*
 Jason Farami..... *Pittsburgh*
 Jason Kambitsis..... *Pittsburgh*
 John Garizas..... *Beaver*

John Harshaw..... *Eighty Four*
 John Paunovic..... *Baden*
 Joseph Lettrich..... *Gibsonia*
 Larry Kessler..... *Johnstown*
 Luke Visnic..... *Pittsburgh*
 Marisela Smith..... *Sewickley*
 Mark Beuger..... *Pittsburgh*
 Michael Bishop..... *Erie*
 Michael Cozza..... *Pittsburgh*
 Michael Holland..... *Clairton*
 Michael Moore..... *Pittsburgh*
 Michael Reginella..... *Pittsburgh*
 Michael Slampak..... *Pittsburgh*
 Michael Slotsky..... *Pittsburgh*
 Michael Young..... *Cranberry Twp*
 Mohsun Aziz..... *Mississauga ON*
 Paul Gianini..... *Monroeville*
 Paul Privell..... *Glenshaw*
 Richard Milesky..... *Allison Park*
 Robert Cifrutlak..... *McKees Rocks*
 Ryan Colombo..... *Gibsonia*
 Sean O'Driscoll..... *Pittsburgh*
 Sharon Scheidemantle..... *Mars*
 Terry Singer..... *Pittsburgh*
 Vaughn Glace..... *Pittsburgh*
 William Colombo..... *Gibsonia*
 William Kunkel III..... *Venetia*



HELP WANTED

The Allegheny Chapter is seeking volunteers to assist with the following positions:



Newsletter Editor

Publishing a chapter newsletter at least every ninety (90) days is a required function of every chapter. The newsletter editor is responsible to ensure that every member receive this communication from the chapter on time. Note that it is not required that the editor personally accomplish every facet of newsletter production or distribution. Many chapters may contract for printing, labeling, mailing or layout services. The newsletter editor is the person who makes sure it all gets done.



Social Committee Members

Ideally, the committee consists of 5 or more members who support the social director, an elected board position. Committee members provide advice and leadership in supporting club activities. The most common chapter activities include tours and rallies, driving schools, autocrosses, picnics, parties, tech sessions, trips, go-karting, and charity fundraisers, but BMW CCA chapters are known for inventing new and different ways to enjoy their vehicles, their club, and their friends.



Dealership/Vendor Liaisons

It is critical to the membership and dealerships/ vendors that an outstanding relationship is maintained and mutually beneficial. The person(s) in this key role will develop a strategy, in conjunction with the board, and ensure its execution. The more participation that dealerships/vendors provide, the more loyal members should be towards their services.



Board Members

We will soon be posting a call for nominations for board positions. All members in good standing are eligible. Due to some recent and anticipated turnover, there has never been a better time to step up in a leadership role.



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**

P.O. Box 27114
Pittsburgh, PA 15235

www.alleghenybmwcca.org

