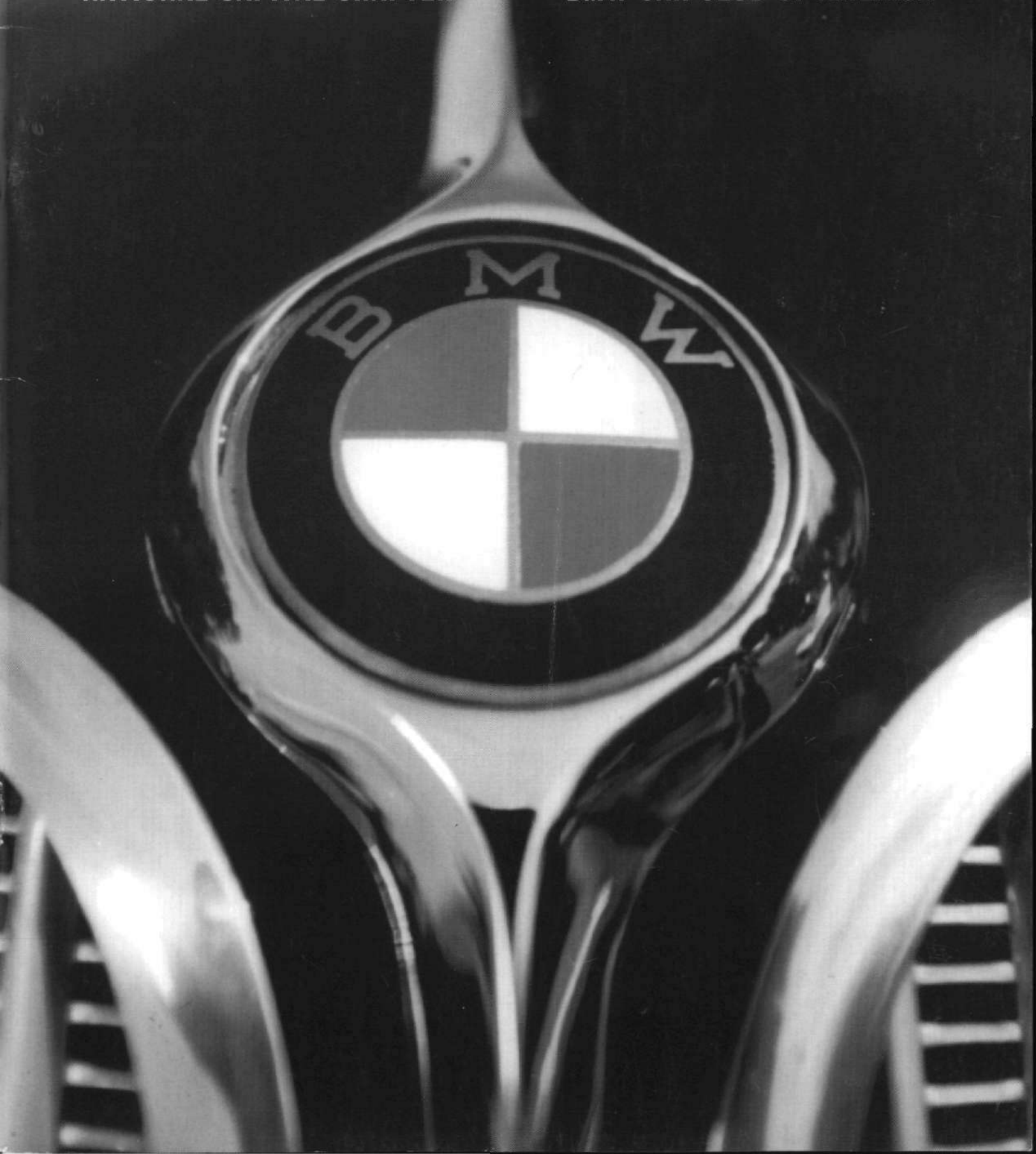


MAY/JUNE 1994

der Bayerische

NATIONAL CAPITAL CHAPTER

BMW CAR CLUB OF AMERICA



CALENDAR

1994

JANUARY	15	Holiday Party
	22	Ed Arnold Tour
FEBRUARY	19	Tire Tech Session
MARCH	13	Auto-X
	19	Highway Safety School
	20	Frostbite Drivers School
APRIL	2	General Membership Meeting
	17	Auto-X
	24	Do-It-Yourself
MAY	1	Deutsche Marque Concours
	7-8	Maifest Drivers Schools
	15	Vintage Races/Heishman BMW Corral
	16	Summit Point Club Track Day
JUNE	5	Swap Meet
	12	Montreal Gran Prix Trip
	26	BMW CCA TSD Rally
JULY	11	Drivers School
	24	Championship Auto-X
AUGUST	7	Family Day Picnic/Flying Circus and Air Show
	15-19	Oktoberfest
SEPTEMBER	11	Bavarian Inn Tour
	25	Vintage Races/Corral
	26	Summit Point Club Track Day
OCTOBER	10	Drivers School
	10	Auto-X
	22	Fall Tour
NOVEMBER	12	Wild Goose Brewery Tour
	20	Auto-X

COMING EVENTS, SEE PAGE 3

der Bayerische

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Newsletter of The National Capital Chapter of the BMW Car Club of America
Vol. 24 No. 3

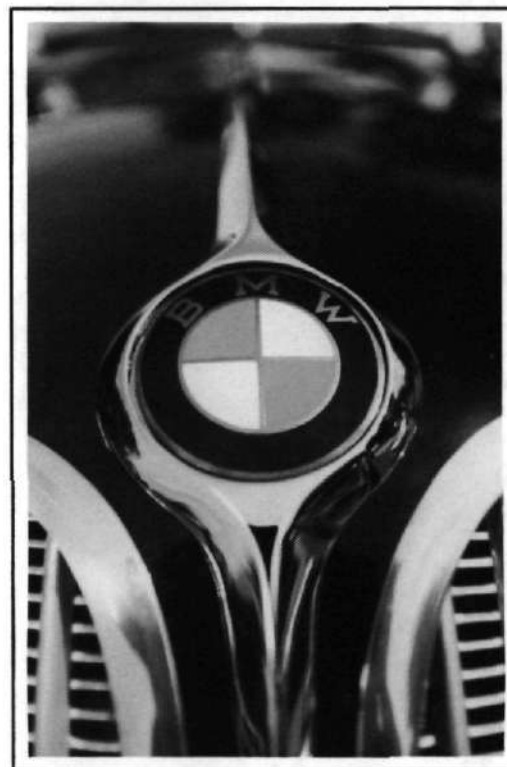


Photo by Chris Leeper

Cover

Guess what kind of car?
Answer on page 36.

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President's Message

John "Jack"
Kenworthy

Daytona was great, though the BMW CCA turnout was a disappointment. We did see lots of friends from Washington, including Paul Moorcones from Radial Tire. Our good friend Oliver Kuttner of Pegasus Motor Car was very impressive with his BMW World Sports Car's finish. The car had the 850i 12 banger motor that had been reworked for racing. The car experienced problems with a CV joint that kept him in the pits during the morning hours. His crew did a great job getting him back out to finish the race. It was good seeing a BMW at Daytona. (Other than the 3.0 CSL in the vintage race!)

I attended Gateway Tech this year. The primary reason was to present the proposal for Oktoberfest 96 to the National Board. I wish to extend my sincere appreciation to David Roach who spent countless hours preparing the proposal. After I completed the presentation, Yale Rachlin (Roundel Editor) commented that it was the best proposal and presentation that he had seen. David Roach deserves 99.8% of the credit. I'll take .1% and Chris Leeper gets .1% for taking the professional slides that I used in the presentation. We will have our first meeting in August 1994 to begin the planning. I am very confident that the first meeting will be the largest attendance in the Chapter's history! The Sheraton Premiere at Tysons Corner will be the host hotel. The Jul-Aug **db** will have more information. I hope that you are half as excited as I am! Thanks again to everyone who has volunteered thus far.

Every year the Board promises not to schedule too many events in May. Looking at the schedule, it is obvious to me that we don't keep promises very well!

Paul Vessels has done one "shining" job planning this year's annual Deutsche Marque Concours. Make sure you attend, even if you don't prepare your car. Pack a picnic and the kids and see the most beautiful examples of Bavarian machinery. Norbert Lamp (Mercedes Prez) is always a wonderful host.

Dwight Derr has planned the best Maifest. In one weekend there is an event that can please everyone. You can't use any of those lame excuses to not show up!

Brian Redmon has been in contact with me regarding the Jefferson 500. Please see the article on how you can get involved with this awesome event. The dinner on Saturday night is quite a treat. It is open to participants only.

Summit Point will host two "Club Track Days" this year. On May 16 and Sep 26 you may drive Summit Point with the other Marque Clubs. The cost is \$115.00. They also will host two Bill Scott Performance Events. On May 28 and Nov 12 you may drive day and night, race and counter-race direction, plus autocross! This event requires the driver to have experience in track events. (Seat time qualified or instructor) If you are interested in either event, call Summit Point Raceway at 304-725-6512.

At Gateway Tech I had the luxury of sitting in the American M3. It is awesome! Richard Bergen had better let me drive his when it is delivered. Eric Wensberg (North America M director) was one of the host speakers at Gateway Tech. He spoke about the relationship between BMW NA and BMW CCA. They appear to have finally realized how valuable 35,000 BMW car crazed adults can be. It amazes me how it took them so long to see this. BMW NA is bringing the M3 here because BMW CCA members wanted it. They are finally listening us. They are getting back into racing in this country! Ed Arnold Racing is now sponsored by BMWV. If the current sales continue to grow, they may bring more race cars over. Eric received a standing ovation!! He stated that every BMW dealer must keep one M3 in stock for test drives only. If he receives word that a dealer refuses anyone a test drive, he will remove the M3 from that dealership. I recommend to the local dealerships to schedule a "Club Day" to present the M3. Production will keep up with demand, so you should refuse to pay any additional charges over sticker price and boycott any dealership that attempts to "gouge" the consumer. Please call me if you see this going on.

The tour to Montreal is shaping up. See the article for details. We will have Fun!

As always, try to come out and enjoy these great events. ☺

1994 Calendar of Events

MAY	1	Deutsche Marque Concours
	7-8	Maifest Drivers Schools
	15	Vintage Races/Heishman BMW Corral
	16	Summit Point Club Track Day
JUNE	5	Swap Meet
	12	Montreal Gran Prix Trip
	26	BMW CCA TSD Rally
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OCTOBER	10	Drivers School
	16	Auto-X
	22	Fall Tour
NOVEMBER	12	Wild Goose Brewery Tour
	20	Auto-X

DEUTSCHE MARQUE CONCOURS D'ELEGANCE

Sunday, May 1, 1994

Entry to grounds: 9:30 a.m.

Judging begins: 11:00 a.m.

Reception: 2:00 p.m.

Once again it is time for the annual Deutsche Marque Concours. This prestigious event will be held on Sunday, May 1, 1994. The event will be hosted at the Evans Farm Inn in McLean, Virginia. As you may recall, last year's event was a huge success with the largest turn out of Bimmers in the last four years. Hopefully we will see the same kind of participation this year. As I understand, one of the other marque clubs claims to have been caught off guard last year, but we will return with a vengeance this year.

As in the past, this will be a Toponly concours, and will include a Display category in which cars are not judged but will be subject

continued

Heishman's!



We want to say thanks to BMWCCA for 20 years of support. Thru 12/31/94, we will extend to BMWCCA Members a 15% discount on **ANY** parts or service work.

There really is a dealer who appreciates your business. Give us the opportunity to show **YOU**.

Rt. 1 Arlington, VA (703) 684-8500

Coming Events

continued

to a "people's choice" vote to determine the winner in each class. Every year there are new entrants who succeed in winning an award in this event, so I encourage as many members as possible to get your car cleaned-up and enter this event, new cars. . . old cars. . . odd cars. . . it doesn't matter as long as it's unwrecked and clean! While there is no admission charge to view the event or vote for the display classes, we encourage your support by staying for the wine, cheese and fruit reception to congratulate the deserving winners. Reception tickets will remain at \$10 each and the concours entrant registration is \$30 per vehicle (BMW motorcycles welcome for display) and includes one reception ticket with registration. This event is an excellent opportunity to enjoy brunch at the Inn or a big picnic basket on the lawn while taking in the sights of the beautiful prepared German machinery displayed upon the lawn. We are expecting a record turn-out from both the Porsche and Mercedes clubs and they expect the same of us. . . let's blow their Q-Tips off!!!

DIRECTIONS: Evans Farm Inn is located at

1696 Chain Bridge Road in McLean. Take I-495 to Route 123 East (Chain Bridge Road); turn right on Great Falls Street, Route 694, then left back on Chain Bridge Road. From the District, take I-66 West to the Dulles Access Road (West) and get off at Route 123-East (Chain Bridge Road); then right on Great Falls Street and then left on Chain Bridge Road. (Registration form page 9).

MAIFEST '94

Saturday, May 7, 1994

Sunday, May 8, 1994

Summit Point Raceway

Summit Pt., W. Va.

Remember those (recently departed) dark days of winter? The record lows? The non-stop ice storms? (There's one occurring as I write this!!) Remember wishing for the warmth of spring? Daydreaming about a spirited drive in the lush green countryside? Do ya?

Well, being the responsive Car Club that we

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are, we can fulfill those dreams: It's called Maifest!

Maifest is our yearly celebration of spring and The main event on our calendar. It's not new—we've been staging the event for years. This year's event promises to be the biggest and best ever! The weekend's events include:

DRIVERS' SCHOOLS: As always, the focus of the weekend's events. A school will be held on both Saturday and Sunday. Sign up for one day or the other or save money and sign up for both days! Major improvements have been made to the track this past Fall which, combined with our usual impeccable instruction, make the schools a not-to-be-missed opportunity for driving excitement! Just fill out the application found elsewhere in this issue. For more information, contact Rob Wooley at 301-929-3112 (evenings before 10 p.m., please).

TOUR: For those of you not attending the Drivers School (shame!) on Saturday, our resident Tourmeister (mistress?), Bonnie Butler, has planned an exciting tour through the lush scenery

of Maryland, Virginia, and West Virginia. The destination is Summit Point Raceway and you'll arrive in time for lunch (free, of course!) at the track. After lunch, hop in the car for a parade lap or two. That afternoon, watch the cars, or help flag a corner, or even catch a ride around the track with an Instructor. But do stay for the rest of the day. (Read on). The Tour starts promptly at 9 a.m. in order to reach Summit Point by noon. Meet at Evergreen Square on Md. Rt. 85 in Frederick, Md. So that luncheon arrangements can be made, please RSVP by Monday, 2 May to Dwight Derr 410-889-9578 (evenings before 10 p.m., please.) Directions to Evergreen Square. From Baltimore: I-70N to Md. Rts 355/85. Turn right at end of ramp. Immediately bear right onto Md Rt. 85. 1/2 mile to Evergreen Square on right. From D.C./Northern Va.: I-270N to Md. Rt. 85N. 1/2 mile to Evergreen Square on left.

FUN GYMKHANA: On Saturday (all day) and maybe even Sunday we'll run a fun gymkhana in the Paddock at Summit Point for your enjoyment (or your chagrin.) A fun gymkhana is like,

continued

Coming Events

continued



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Manassas Park, VA**

(703)330-1141 or (703)330-1003

Coming Events

continued

well, think of fifty Chinese acrobats on a unicycle all spinning dinner plates on long sticks. Now imagine all of them doing that in an Isetta while trying to negotiate an autocross course. You get the picture (or maybe not!) Come try it anyway! We'll limit it to two people per car. It's low-speed, low-key, and lots of fun. We'll even award trophies to the winners. No helmet (or plates) required.

MAIFEST DINNER: On Saturday evening, again at the track, we'll have our usual sumptuous catered dinner. Outside. Al fresco (Al Zavala will be there, too.) Dinner, of course, is free. Soft drinks will be provided but feel free to bring along your own beer or wine to enjoy with dinner. Once again, we need a head count prior to the event, so please RSVP by Monday 2 May to Dwight Derr 410-889-9578 (evenings before 10 p.m., please.)

Maifest! Don't miss it.

HEISHMAN BMW VINTAGE RACES/CORRAL

Sunday, May 15, 1994

Time: 9:00 a.m.

Summit Point Raceway

Brian Redman's Jefferson 500 is back for its third year. Summit Point's largest event of the year is growing to one of the premiere Vintage races on the East Coast. Come see the cars that won Daytona and LeMans in the old days. Your childhood memories can come true by taking charity rides at lunch. (I rode in Richard Conway's 3.0 CSL last September.) Porsche, Lola, Chevron, Ferrari, Corvette, Morgan and . . .! The sights and sounds will remind you of your first race. See the great drivers—David Hobbs, Vic Elford, Bill Adam, Bob Atkin and many more. This is our own Track Masters! Brian Redman is always eager to sign autographs.

Heishman BMW is helping with the traditional "Pig Roast." The new M3 may be on display along with the large variety of club members' cars. The food is free along with the sodas. If you desire beer, don't forget to bring your own. You will be asked for your membership card in the "chow line." It also comes in handy at the gate for a \$5.00 discount. A charity donation will be collected. This is a rain or shine event. The large

canopy will keep you dry, so don't let a damp weather report keep you at home. The Summit Point weather changes every hour or so anyway! Summit Point's number is (304) 725-6512 if you need directions.

Please see the following article (page ??) for a chance to get in FREE!! Thanks again to Scott Heishman and everyone else at Heishman BMW for their generosity for this annual event! See them for your next new car or parts purchase.

SWAP MEET/ TECH SESSION

Sunday, June 5, 1994

Time: 9:00 a.m. - 4:00 p.m.

Electrodyne

Alexandria, Virginia

Mark your calendar for the 3rd Annual Swap Meet at Electrodyne in Alexandria, Virginia. Each year this event has been a success with an increasing number of vendors both commercial and private. So it will soon be time or you to clean out that garage full of parts or sell that 02 to save up for the new M3. Tech sessions will be given throughout the day by major suppliers. Displays will include BMW Dealers who will have substantial savings on OEM parts. Please note in the classified section, the registration form for private vendors. The cost for both private and commercial vendors is \$10.00. We are requesting advance reservations so we can plan space accordingly but will take drive up vendors on a "first come, first serve" basis. Attendance for the general public is FREE. Door prizes will be given away after each Tech Session. Get there early to avoid the heat—last year more water was sold than parts. If you have questions about being a vendor, please call Doug Crowther at (703) 450-9175 or for event info call Kevin Cowley at (202) 544-1123. (Application form page 9.)

MONTREAL FORMULA 1

June 12, 1994

As you have seen in past newsletters, I have been working on a group trip to the 1994 Formula 1 Race in Montreal. If you enjoy Formula 1, this is the most economical race for us to attend. Looking at the current lineup, it should be the most competitive year in quite some time.

Coming Events

continued

The hotel that we decided on is the Manoir Le Moyne Apt. Hotel. The rates in Canadian dollars will be \$72.00 for a studio, \$85.00 for the executive suite. The hotel is located adjacent to the metro which makes it very convenient. Last year Sarah and were back at our hotel 30 minutes after the race was over!

The phone number to get your race tickets is 514-392-0000. I recommend Grand stand 11 or 12 for viewing the race. (Their are no group rate tickets.) These seats place you near the Start Finish line at the turns 1 and 2.

I will look into a charter bus for the ride up if there is enough interest. Please give me a call if the idea appeals to you. Sarah is trying desperately to contact Ayrton to see if he will ride up with us! (Most of you know that she is his only North American fan.)

Please call Jane Verba (an ACTIVE club member), at Circle Travel. Her phone number is 202-483-9594 or 800-234-8666 for hotel reservations.

Lastly, I may plan a dinner at Sarah's favorite Cafe on Sunday afternoon after the race, if there is enough interest. The *paté* that granny makes is pretty damn tasty.

Please give me a call if you have any questions. If not, Jane will take very good care of you. Don't forget the earplugs.

Sarah will take bets on who will win the race. See you at turn one. (Jack Kenworthy)

TSD RALLY

**Sunday, June 26, 1994
Centreville, VA**

On Sunday, June 26, the National Capital Chapter is leaping into the rally breach by presenting "Pictures at an Exhibition," an open time-speed-distance (TSD) road rally sanctioned by the Metropolitan Washington Council of Sports Car Clubs.

An easy, straightforward, trap-free event, the rally

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Coming Events

continued

is being advertised as a rally for the verbally-challenged. This is because diagrams, symbols, pictures, and cryptic abbreviations will be used in lieu of normally worded route instructions. The rally will be divided into three distinct sections. Section one will consist of the ever-popular tulip instructions, which are diagrams of intersections with bulbs and arrows indicating the directions of entry and exit from those intersections. Section two will be a "stick map," in which the rally route is shown as a straight, vertical line with intersecting roads shown on either side of the line. The last section will use pictorial instructions; contestants will be looking for signs or objects which are drawn, rather than quoted, in the route instructions.

The rally will start and finish in Centreville, Virginia, and will head west into the foothills of the Blue Ridge Mountains, with breaks in Amissville and Marshall. The course will be about 150 miles long and should take less than five hours to run. At least 80% of the roads will be paved, and no "car breaker" dirt roads will be encountered. Speeds will be brisk. Timing will be done by passage controls, which are manned controls at which rally cars do not stop; frequent key times will be provided to help contestants stay on time. Each section will end with a do-it-yourself control.

Mike Leeper, the Rallymaster, promises a simple, scenic course in which the challenge will be to stay on time rather than to stay on course. The format is an expansion of the tulip-instruction rally that won him, and the Washington Rally Club, Rally of the Year honors for 1993. The event is an attempt to "give the people what they want," or at least what the rallymaster THINKS they want.

Needless to say, the club needs MONDO participation if the event is to be a success. With Oktoberfest '96 looming large on the horizon, we can use this opportunity to prepare by honing our timing skills, both in competing cars and on checkpoints. Woody Hair has graciously volunteered to be Chief of Controls. Follow his lead: graciously volunteer to work the rally. Either that or plan to run it. You can avoid those pesky phone calls that always seem to come during dinner or "The Simpsons," as well as the associated threats about sleeping with the fishes, by calling Woody at (703) 243-5796 and offering to work.

We will also be needing precheckers to look at the course on June 5. Conventional wisdom reports that you can often learn more about rallying

by prechecking than you can running an event; you can, of course, double your pleasure by prechecking AND working. (Sorry, but you can't precheck and then compete on the rally!)

See you on the 5th and/or the 26th of June. Be there. Or sleep with the fishes.

Dr. Emilio Lizardo

(Editor's note: On the rare occasions when they let him out of the institution, Dr. Lizardo goes by the name of Mike Leeper.)

Application form page 9.

FIRECRACKER DRIVERS SCHOOL

Monday, July 11, 1994

Summit Point

Join us once again at Summit Point Raceway on Monday, July 11, for our annual "Firecracker Drivers School." It will have been just over two months since you were last at the track. Put to the test everything you learned at the Highway Safety School and continue to practice your newly developed skills from Maifest! Just think, the thrill of the carousel, the skidpad and the main straight. You know you want to enroll now and reserve a spot, don't you? Please fill out the application on page 10 and send it in now.

FLYING CIRCUS & AIR SHOW

Sunday, August 7, 1994

Bealeton, West Virginia

See page 28 of this issue for complete information.

COLUMBUS DAY SCHOOL

October 11, 1994

Summit Point

This is your last chance for a National Capital Chapter Drivers School! On Monday, October 11, we will once again converge on the pavement of Summit Point for our last school of the year. Remember... it will be a long, cold, snowy winter, so get the Bimmer out there for a few laps before the winter. You will find an application on page 10. ☛

Register Now for Upcoming Events!

Please
photocopy
from dB

Registration
Forms

PICTURES AT AN EXHIBITION

Registration: \$12 per car for MWCSCC club members, \$15 for nonmembers
Make checks payable to National Capital Chapter, BMW CCA
Send to: Paulette Leeper, 5846 Glen Forest Drive, Falls Church, VA 22041

Driver: _____	Navigator: _____
Address: _____	Address: _____
City: _____ State: _____ Zip: _____	City: _____ State: _____ Zip: _____
Phone: _____	Phone: _____
Class (circle one): Equipped Novice	Semi-Equipped Beginner
Advance Unequipped Rookie	
Club: _____	
Car Make: _____ Model: _____	Year: _____ Color: _____

DEUTSCHE MARQUE CONCOURS Registration Form

Name: _____

Address: _____

Telephone: _____

BMW Year: _____ Model _____

Check One:

- ☐ **Concours Entrant** @ \$30 per owner
(includes reception)
- ☐ **Reception only** @ \$10 each person

Total enclosed: _____

Please make check payable to
BMWCCA NCC and mail with
completed form by April 29 to:
Paul Vessels

P.O. Box 1784, Washington, D.C. 20013
Call for information 202-726-7971

BMW CCA NCC 3RD ANNUAL SWAPMEET

VENDOR REGISTRATION FORM

Sunday June 5th, 1994 At Eisenhower Ave., Alexandria Virginia

Name of Vendor: _____

Address: _____

Daytime Phone: _____

Evening Phone: _____

Please Complete this form and forward with your vendor fee of \$10.00
(check payable to BMW CCA NCC) to:

BMW NCC SWAPMEET
7315 WISCONSIN AVE. SUITE 780 N BETHESDA, MD 20814

B.M.W.C.C.A. - N.C.C. DRIVERS SCHOOL APPLICATION

Please
photocopy
from dB

ANNUAL HIGHWAY SAFETY SCHOOL - MARCH 19

FROSTBITE DRIVER'S SCHOOL - MARCH 20

MAIFEST DRIVER'S SCHOOL - MAY 7 & 8

- First priority given to BMW CCA members
- Licensed drivers only. If under 18, must obtain parental permission.
- All cars must be tech inspected by a qualified service facility prior to the event. It is your responsibility to ensure that your car is safe and insured.
- One driver per car is recommended.
- Snell-rated helmet is required. (Snell '85 or later)
- NO CONVERTIBLES WITHOUT ADEQUATE ROLLBARS MAY ENTER.
- Each applicant must complete a separate application. (Photocopy if necessary.)

DRIVERS SCHOOL ENTRY FEES

MEMBERS: \$100 if application received three weeks BEFORE event. \$115 after that.
NON-MEMBERS: \$130 if application received three weeks BEFORE event. \$145 after that.
NOTE: A \$25.00 administrative fee will be assessed for cancellations less than two weeks before the event.

Please make checks payable to:

NATIONAL CAPITAL CHAPTER, BMW CCA
Mail this application and check with a self-addressed
business size envelope with 52 cents postage to:

Rob Woolley
15100 Westbury Rd.
Rockville, MD 20853

QUESTIONS? Call Rob Woolley at (301) 929-3112 evens. before 10 p.m.

(Specify which date. Entry fees are for each day)

- ☐ Highway Safety School - March 19
☐ Frostbite Driver's School - March 20
☐ Maifest Driver's School -
 ☐ May 7 ☐ May 8
☐ July 11
☐ October 10

TOTAL AMT. \$ _____

Name: _____ Membership #: _____

Street: _____ () Check here if new address

City: _____ State: _____ Zip: _____ Chapter: _____

PHONE #s: Work () _____ Home () _____

Car Make: _____ Yr. _____ Model: _____ Color: _____

List previous driver schools attended: _____

() I have a helmet () I have a spare helmet () I may need a helmet

Workers and crew are welcome . . . however students MAY NOT give rides. If you are bringing someone that can help as a corner worker, please list them. _____

RADIAL TIRE TECH SESSION

by Alan Marsh

On the afternoon of February 19th, Paul Moorcones and the other staff of Radial Tire Company of Silver Spring, Maryland, invited BMW CCA NCC in for an extensive tutorial tech session on the state-of-the-art in both replacement and high performance tires. The featured speaker was Mr. Tom Mason, high performance marketing specialist for Yokohama Tire Corporation. The Chapter responded with over fifty motoring enthusiasts.

Mr. Mason's presentation was comprised of a short video, a history of the company, discussion of high performance replacement tires for street cars, and special use racing tires. We'll break this report into two installments, this issue dealing with the video and company history. In the next **db** we'll discuss high performance replacement and racing tires, and conclude the report.

The video featured Camel GT driver Roger Mandeville, three time IMSA champion, illustrating how to achieve maximum performance from a set of racing tires on a popular sports coupe. Roger's entry into road racing, incidentally, followed several years of active autocrossing. He drove an '88 Mazda Turbo set up for racing, and utilized a 75 foot radius skidpad. The Mazda was fitted with Yokohama A008R tires, size 225/50 VR 16. These tires are slightly wider, but retain the stock tire diameter. With help from several Yokohama technicians, the video showed us how optimal lap times can be achieved by careful measurement of tire temperatures and corresponding adjustments to tire pressures. Although the video was some five years old, and current tires are somewhat different, the theory and practice shown remain valid.

Initially, Roger's tires were inflated to the standard 32 psi all around. The stated objective was to attain a lateral acceleration of 1.00 g. On this skidpad, that translates to a time of 10.05 seconds. Each time out, Roger would use 1 to 3 laps to warm the tires, then do five "hot" laps and immediately come in to the pit for the taking of tire temperatures. Roger was always in radio contact with his crew.

On the first time out, after warming his tires, Roger achieved times of 10.64 and 10.59 seconds, and reported a plowing (understeering) front end. The basic rule of thumb is to add 5 psi to the end that slips first, not exceeding 50 psi. Therefore, tire pressures were changed to 37/32, and Roger went out again.

On the second time out, Roger achieved 10.4 seconds, and noted there was still a little understeer. When he came in, the technicians quickly checked all tires with the pyrometer. What they are seeking as optimum temperatures for a high performance tire is 180-210 degrees Fahrenheit. On the track, a steady squeal is desired, and a chattering sound occurs when you start to lose traction. For the next run, since a little understeer remained, they added 5 psi to the front for 42/32.

On the third run, Roger achieved 10.41 and 10.32. When he came in, the quickly taken tire temperatures were a little high in the center, and the technicians decided to shave the tires to a tread depth of 4/32. The shaving took fifteen minutes per tire, and is typically done only by those drivers seeking the last few hundredths of a second. The shaving reduces heat buildup and makes the tire more stable. The technician also added a little toe-out in the rear, as

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Radial Tire Tech Session

continued

the front end was fixed and offered no adjustments.

On Roger's fourth run, he achieved successive times of 10.15, 10.04, and 10.03, and achieved his goal of the lateral acceleration of 1 g.

After the video ended, Mr. Mason emphasized the simple but important relationship of tire temperatures, pressures, and optimum performance. He strongly urged that we adopt a system to quickly measure and record temperatures, and **always** utilize the same system—including the same equipment.

Mr. Mason then discussed Yokohama's history, stating that they made their first tires in 1913. They were actually among the first original equipment suppliers to the Japanese car industry. In 1969, Yokohama established its first U.S. subsidiary, the Yokohama Tire Corporation, in Southern California. In 1989, they purchased Mohawk Rubber in Salem, Virginia. Prior to this time, all their tires were made in Japan. In July

1993, Mohawk and Yokohama merged, and they invested over \$600,000,000 for an upgrade of the Salem plant to incorporate Japanese processes. Now 70% of all U.S. sales are from the Salem plant, as can be seen from the "Made in the U.S.A." on the sidewall. Yokohama currently offers a full line of tires, even including products for eighteen wheelers. 🚗



Photo—Dwight Derr



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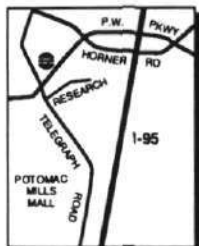
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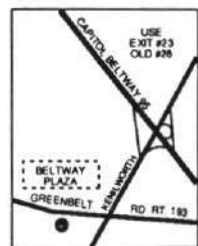
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This is a report on the March 19th BMW CCA NCC Highway Safety School at Summit Point, West Virginia. Being a firm believer that different people observe things differently and are better able to communicate their ideas to a diverse readership, I've asked three other HSS students to give you their thoughts. Four people equals eight eyes; hence the title above.

Jean Adams drove an '88 Accord manual in her first drivers school. Millie Adams drove a '75 2002 automatic in her second school—both HSS—separated by about six years. Ray Parsons, president of the Washington Volvo Club, drove an '84 Volvo GLT Turbo manual in his second drivers school. I drove a '78 244 Volvo manual in, I think, my fourth school.

First, a general description of the school and what we all did in common.

There were eleven cars (7 BMWs) in the White Group, and 12 (3 BMWs) in the Blue Group. The groups alternated on the upper and lower track, as separated by the crossover roads shown in the accompanying SP track map.

The lower track featured three exercises. Near the end of the main straight was a 6 or 8 pylon straight stop garage, used to practice threshold braking. The exercise was made more difficult/realistic by the presence of several large puddles in the stop garage. Our entry speed was typically 45 mph, and it was virtually impossible to come to a complete stop within the garage until you started hunting for and utilizing dry areas for one side of the car, or both, with internal "lane changes." A very clear illustration that wet tires don't stop anywhere nearly as well as dry tires, even on dry pavement!

Some cars were then waved onto the staging area for the second exercise, on the skidpad. Each car had multiple laps of the skidpad in each direction. We entered the skidpad from a stop, typically got into third gear by 20 mph or so, took a "set" on the steering wheel to circle the skidpad, and then gradually increased the speed. The object was to learn what happens when your car begins to exhibit oversteer or understeer, and how you can control it and use it to your advantage. To give you some sense of your car/tire/driver system, the tires began to hum somewhere above 25 mph, and at 38 mph they were a small chorus, and the Volvo's rear tires were starting to break loose, necessitating slight steering input to stay the course.

The third exercise was located by Turn 2, and

was a six pylon stop garage, with the middle gate offset to the left. That was used to practice threshold braking and turning left, then right, to avoid obstacles while braking. Accelerating from a stop, we ran through running water crossing the track, and had a short distance of dry pavement before entering the first gate at perhaps 40 mph. This was a very practical and realistic exercise of accident avoidance compounded by several inches of Friday's snow running off a very high SP water table.

The lower track group returned to the staging area for the first exercise via their crossover road, and each student was able to repeat the exercises numerous times.

The upper track also featured three staged exercises. The first exercise, located between Turns 3 and 4, was a straight stop garage entered at perhaps 45 mph. The kicker here was that immediately after the first gate your car crested a hill, the track fell away, and your tires' contact patches suddenly became very small for an instant. Because of the pavement/topography configuration, the braking effort was also concentrated on your right front tire, with the left front tire wanting to skid easily. Although initially I wanted to modulate the braking pressure to eliminate the left wheel skid, after several attempts, Ed York, my ever-present instructor, suggested that I see what happens if I ignore the left tire and concentrate the threshold braking on the right, weighted tire. This approach clearly turned out to be the best, as the car stopped markedly shorter than before. It's so great to be able to practice the different approaches over and over again to optimize your braking capability, under controlled conditions. In the real world, when you crest the hill and see an obstacle in your path, you have only one chance to stop short of it.

Although not a staged exercise, Turns 6A, 6B, 7, and 8 offered a chance to utilize what we'd learned on the skidpad to attempt a smooth and semi-quick drive through the curves.

Near Turn 8 a control worker either waved you on or stopped you until the previous car finished the second staged exercise, which was the only on-track exercise in which we were not to stop. It was a slalom of about 6 pylons in a straight line in the middle of the track. The exercise here is to drive through the slalom as quickly and smoothly as you can, alternating passing successive pylons on the left, right, etc. (optional direction on the first pylon). It quickly became apparent that 55 mph was totally out of the question, as the pylons were

Past Events

Ocular Driving: Highway Safety School

Alan Marsh

Past Events

Ocular Driving: Highway Safety School

Continued

too close together. We found that an entrance speed of perhaps 35 mph (I never took my eyes off the road), in second gear for improved torque, was the ticket. It also became apparent that, although the pylons at first looked equally spaced, the interval to the third pylon was shorter. I apologize to the workers who had to replace that pylon after so many of my runs. By the end of our upper track session, we were leaving all pylons upright, and were beginning to throw rear end out slightly under power to decrease our slalom time.

The third staged exercise occurred just past Turn 10, and was another example of a real-life highway situation. As we exited the turn at 55 mph, we were confronted by a short four pylon stop garage with a fifth pylon in its center. We were to assume that the central pylon was a deer, a dog, or a kid on a bike. We had to stop and we had to assume the kid was going to jump at the last split second, but we didn't know which way. The drill was to aim for the kid, then as your car passed through the gate the instructor would indicate the safe way to steer the car by shouting "Left!" or "Right!" At first, I attempted to enter the garage at 50 mph or so and quickly found out

that (1) this was way too fast for a successful exercise, with the car coming to a stop considerably past the garage, and (2) lots of luck to the kid! On successive repetitions of the exercise, I dropped the entry speed, side-swiped several deer, incorrectly tried to outguess my instructor's guidance, and totally leveled the kid on the bike at least once. By the end of our upper track session, we were doing what I didn't believe could be done by our car/tire/driver system. With an entry speed of perhaps 35 mph, we were consistently avoiding the kid and stopping well within the garage. We even stopped short of the obstacle several times. There may be a set of parents out there somewhere who will have the occasion to profusely thank BMW CCA NCC and Ed York some day in the future.

The upper track group used their own crossover road to continue to practice their exercises numerous times.

The Chief Instructor commented in a classroom session that the groups were doing so well at the exercises that the afternoon session would feature circulating the full track devoid of staged exercise pylons. Our instructors drove our cars at highway

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speeds for the first three or four laps to show us the proper "line," then we exchanged places and we students practiced driving the proper line at moderate speeds, slowly increasing speed as our confidence and success increased. With only one group at the track at a time, there was plenty of space for us to feel comfortable, as 11 or 12 cars would spread out over the two mile long track. The instructors were invaluable in pointing out early, late, and proper apexes and their consequences; reminding us to use the whole width of the track for smoother driving; pointing out the value of completing our braking before beginning our turn-in; and always treating the water flowing across the track just past Turn 1 with great respect, under neutral throttle and wheels straight ahead, lest we lose traction and spin.

Here are the comments from the other students.

"The best way I can describe what the BMW Highway Driving School is like is that you are spending "quality time" with your car. You really get to know your car's behavior, abilities and potential. (You also get to know your own behavior, abilities and potential.) You learn the way you react in certain situations and how your car responds to that reaction.

"This is the second time through this driving school course. I learned as much this time as I did the first time. I would highly recommend the driving school to people of all ages and models (cars are people, too). My '75 BMW 2002 automatic was joined by other members of my family: a blue '78 244 Volvo (my 55 year old uncle) and a white '88 Honda (my 65 year old mother)." —MA

"If skill is defined as the ability to use one's knowledge effectively and readily in execution or performance, it should be clear that in order to develop any skill both knowledge and practice will be required. While the development of competent driving skills is no exception, the prerequisite knowledge is often lacking, and practice is not always possible (nor practical). The exceptionally designed and executed National Capital Chapter of the BMW CCA Highway Safety School was held at Summit Point Raceway on Saturday, March 19. The school provided both the required instruction and the appropriate environment to develop good driving skills. In the morning, classroom instruction preceded a series of repetitive driving exercises designed to develop reflexive car control skills—it is one thing to know what to do, and quite another to react instinctively when nec-

continued

Past Events

Ocular Driving: Highway Safety School

Continued



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Past Events

Ocular Driving: Highway Safety School

Continued

essary. The afternoon sessions provided the students with the opportunity to circulate the track, again with their instructor, and integrate the techniques developed in the morning sessions. Although the development of expert driving skills will require further training, the experience gained in this driving school will certainly go along way toward building the required base." —RP

"March 19th, Summit Point—Drivers School' I wrote on my calendar when I accepted the gift of this course that my brother offered me, recalling my daughter's enthusiastic comments about the course when she took it several years ago. I knew she felt more confident of how to handle her car in emergency situations and felt she had acquired knowledge of how her particular car handled in those situations.

"So I got the preliminary car inspection done, arranged to have a helmet, made a reservation in a Winchester motel for the night before, and put the envelope of instructions into my purse for careful reading the night of the 18th.

"I confess to being very nervous about the course as I read through those instructions! This retiree

was going to get the black flag for holding up a line of cars, not having nerve enough to drive fast enough, I worried. Oh, I had to fight the urge to quit before I made a fool of myself.

"Once at the track, determined to give it my best, I unloaded the trunk and glove compartment, cleaned the windshield and windows, affixed my number to the car windows and reported to the warm classroom to go over the instructions.

"The 'teacher' in me took note of the overall organization of the day's activities, the pacing, the clarity of the directions, the use of visual aids, the good spirits of the presenters and their obvious desire to have each of us benefit to the max from the driving school.

"Other people too made this day work out so well: spotters at key points along the track, starters at each area of practice, those who made the arrangements for the luncheon. The planning had been precise and thorough.

"When Roy Watson, my instructor, joined me in my car and we headed off for the first session, I knew that I would be getting the best chance I'd ever had to improve my driving skills. With Roy's

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presence and comments providing support I found I could increase my speed to that of highway driving as it felt comfortable to do so and do the exercises.

"At the conclusion of the day I felt more confident about my ability to control my car in different situations and under different road conditions.

"Now my friends are asking how they can take the course." —JA

The obvious characteristic about this Highway Safety School was how consistently outstanding it was. Everyone involved contributed to make a totally professional and smooth-running learning experience for us students. Among the many positive facets were:

- 14 pages of guidelines and 6 pages of high performance driving tips—well-written and easy to understand—mailed to us students several weeks before the event.
- Arranging for 8 different auto service businesses to perform the needed pre-event safety inspection, totally or virtually free of charge.
- Arranging for the loan of helmets for students who couldn't obtain their own.
- An obvious effort to match up students and instructors by similar cars—e.g. where both the student's and the instructor's cars are turbo charged.

tors' cars are turbo charged.

- Finding so many instructors who are not only expert at driving, but who are also excellent at communicating their knowledge while making their students comfortable with the learning process.

- Providing male and female, young and "mature" instructors to help match the variety of students.

- The fact that your instructor was in your car helping you learn and practice each and every time your car was on the track or skidpad—what dedication!

- A total sense that everyone there was working with a real desire for us to learn and improve our driving skills.

Three of us students had a particular interest in this school from a familial perspective. Burton W. Marsh, our father/grandfather, was the first full-time traffic safety engineer in the U.S., and devoted his entire professional life to the furtherance of safe driving.

Of all the many fine benefits that our Club offers to its members (and even non-members), in my mind this Highway Safety School is the single most beneficial. The Chapter should feel extremely proud of its excellent HSS school, and continue to expose more of our membership and their families to it year after year. ☼

Past Events

Ocular Driving: Highway Safety School

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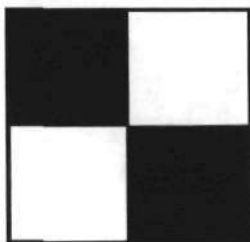
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Woody's Competition Corner

As this is written in late March, there have not been many competitive events to report on, but by the time you read this there will have been one SCCA MARRS race weekend and Brian Redman's Jefferson 500 for vintage sports cars is coming up soon at Summit Point.

The Washington Rally Club's March 13 event had our own David Roach as Rallymaster. The Novice class (4 to 8 prior trophies) was won by Kathy and Tracy Meyer in her '93 BMW 325i. The Meyers were not members of the BMW Club at that time, but one week later they had signed up and Tracy drove his Taurus SHO in our Highway Safety School at Summit Point. Greg Johnson and this writer were second in the Advanced Unequipped class in Greg's M3.

The same day, our chapter had been invited to participate in the Chesapeake Region of the Porsche Club of America's autocross in Baltimore. Unfortunately, the March issue of *dB* came out too late for members to be notified. Dwight Derr in his 633CSi was our sole representative but he acquitted himself well by turning one of the best times of the day. [Acquittal? Who needs Acquittal?? —D. Derr].

In IMSA's Bridgestone Supercar race prior to the Sebring 12-Hour, David Donohue in an Ed Arnold Racing BMW M5 was leading the race until the last lap when he was passed by Peter Farrell of Manassas in a Mazda RX7 Twin Turbo. Unlike last year, the M5s were not entered in the 12-Hour but Charlottesville's Oliver Kuttner entered his "Pegasus BMW" in the new World Sports Car Class. The car is powered by a modified 750i V12. Oliver's co-drivers were Austrian Dieter Quester and Pete Halsmer. The car ran in the top ten for much of the race but ended up seventeenth. A little support from the factory or BMW NA might help.

The Windy City Chapter's newsletter, *The Breeze*, reports that BMW will import 200 540is equipped with 6-speed manual transmissions. Place your order and start saving your pennies.

The D.C. Region of the Sports Car Club of America has announced that it is holding its own four event autocross series that will also be a part of the Metro Washington Council of Sports Car Clubs Championship series. Class winners will receive trophies based on points accumulated in

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at least three of the four events. The first event was April 10, but the remaining dates are July 17, August 7 and 28. All autocrosses are at the Harry Grove Baseball stadium in Frederick, Maryland. So far there are twelve MWCSCC championship autocrosses on the 1994 schedule. ♡

COMPETITION CORNER CALENDAR

April 30-May 1Autocrossers, Inc. School,
Baltimore, MD
May 1Branded Club Rally, Germantown, MD
May 7-8BMW Driver School, Summit Point, WV
May 15Jefferson 500 Vintage Races,
Summit Point, WV
May 22ALTD Champ Autocross, Ft. Meade, MD
May 30IMSA WSC/GTS/Supercars
Lime Rock, CT
June 4IMSA Firehawk, Watkins Glen, NY
June 5SCCA MARRS Races, Summit Point, WV
June 5NASCAR Winston Cup, Dover, DE
June 4-5SCCA World Challenge/TransAm, Mid-Ohio

June 12Branded Club Rally, DC Area
June 12FIA Formula One, Montreal, Canada
June 12NASCAR Winston Cup, Pocono, PA
June 19SCCA National Races, Summit Point, WV
June 26BMW Championship Rally,
Northern VA
June 26IMSA WSC/GTS/Supercars,
Watkins Glen, NY
July 10SCCA MARRS Races, Summit Point, WV
July 10Indy Cars, Cleveland, OH
July 17SCCA Champ Autocross, Frederick, MD
July 17Wash Rally Club Rally, DC area
July 24BMW Champ Autocross, Ft. Meade, MD
Aug. 6SCCA Champ Autocross, Ft. Meade, MD
Aug. 14SCCA MARRS Races, Summit Point, WV
Aug. 14Indy Cars, Mid-Ohio
Aug. 15-19BMW Oktoberfest, Andover, MA
Aug. 21Indy Cars, New Hampshire International

Competition Calendar

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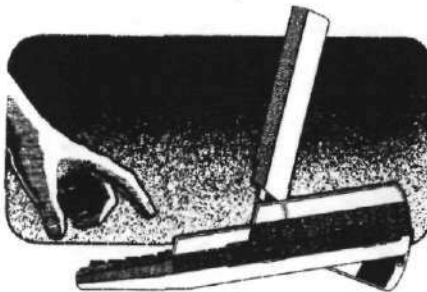
John H. Belk

Excerpted from February '94 "Gesundheit" (St. Louis Chapter)

When you read Edward Dennison's article "A Trip on the CYBERBAHN" in the December '93 issue of Roundel, were you intrigued by the possibility of accessing the knowledge and camaraderie of the informal computer network of BMW owners on Internet? I was and subscribed. After participating for a couple of months, I feel that a supplement to the Roundel article is warranted. So, here goes...

Like many of you, I don't just drive the forefront of technology, I use technology in my occupation, including transmitting and receiving documents and graphics to and from numerous commercial and university locations within the country. I could not perform my job nearly as well without electronic mail and Internet. After reading the article in Roundel, I contacted Richard Welty as indicated to subscribe. Bear in mind that there are over 600 subscribers from all over the world (I have seen Australia, Canada, Ecuador, and Germany represented) who receive every question and every response posted to the BMW network. I get these in two daily compilations rather than the 60 or so individual messages (otherwise, my computer would beep at me 58 more times a day than it already does!)

While many of the suggestions given by the group are not usable for one reason or another, others give you new ideas. For example, I queried the group about apparent weak headlights on the E36 and received suggestions on headlight aim adjustments, where to purchase higher power lights, and warnings of cracked fog lights on this model. The discussions over one week in January '94 covered the following topics: advice on 2002 tii fuel odors, E36 headlight fogging, the cost of M5 rotors, 535i and 325i heater problems, 528e starting problems, poor service at a dealer,



Bilstein's warranty claims, the recent recall of E30s for heater system modifications, M20 cranks, 320i engine conversions, 2002 electric vehicle conversions, E30 M3 vs. E36 M3, 635 camshafts, Sierra antifreeze, replacing 2002 trim, changing service indicator batteries, 325e idle problems, E30 door lock vs. E36 door lock, stereo system modifications, expected cost over

invoice on new cars, camber plates, locating new underhood insulation, repairing power window motors, and seat padding replacement.

The subscribers during the aforementioned sample week were on systems at Arecibo Observatory, AT&T Bell Labs, Baylor College of Medicine,

Belcore, Delfin, Eaton, Hewlett Packard, Honeywell, Hughes Aircraft, IBM, Microsoft, MIT, Naval Research Laboratory, NCR, NEC, Nicolet, Oracle, Princeton University, Stanford University, Tandem Computers, the United States Naval Academy, University of Toronto, University of

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Vermont, University of Virginia, University of Washington, University of Wisconsin, and Wright Patterson Air Force Base as well as many other systems which did not identify the user's affiliation.

Not only 2002s and 325s are represented. In the same one week sample I saw the following models mentioned, either as a topic of discussion or as owned by one of the writers: 1600, 2000CS, 2002, 2002 tii, 2002SC, 318i, 320i, 325e, 325es, 325i, 325is, 325iX, M3, 528e, 525, 535i, M5, 633CSi, 635, 700C, R100/7, R100S. Just the other day, an Isetta owner spoke up!

So, how do you get onto the BMW network? Well, if you are already on Internet, you simply contact the digest coordinator Richard Welty at his Internet address: bmwrequest@balltown.cma.com. You will soon receive from him a set of instructions on how to operate within the confines of the group. Bear in mind that Richard is volunteering his time for this and receives no compensation for his efforts; even so, he usually responds within a day. But if he is busy, tough; you wait.

If you are not already on Internet and you are with a government group or university, you can ask you administrator (most universities offer free access), or contact your computer department if you are in a large corporation. If you don't have access via these sources, there are other electronic mail services that can hook you up to a broad spectrum of services for \$20-60 per month (e.g. Compuserve at 800-554-4079, \$8.95 per month base rate), assuming that you have a computer and a modem. Before you discount the possibility of spending money for Internet access, you might also consider that there are similar groups for many other cars and hobbies. I have a listing that gives Internet addresses for those interested in autocross, SCCA road racing, electric vehicles, fabrication of race cars, rallying, driving schools, Porsches, etc. Contact me and I will be glad to send you a copy. I even sold a chin spoiler for a 928 on the Porsche network!

Beyond this, there is access to much above and beyond your hobbies, especially if your occupation warrants contact around the country to

continued

Catapauling into the Information Age of the 90s

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Catapaulting into the Information Age of the 90s

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world via the written word. Internet allows you to find information, share information, download shareware, get the weather forecast for your trip to Australia, get stock and commodity information, download images from satellites, find U.S. ZIP codes, download excerpts from the Commerce Business Daily and the Federal Register, etc. (Pick up a copy of The Whole Internet User's Guide & Catalog, Sebastopol, CA, O'Reilly & Assoc., 1992, for a far more complete selection, with instructions.

The network community often uses a somewhat esoteric shorthand, some of which you might need interpreted early in conversations. For example, "FAQ" is short for "frequently asked question," "BTW" is "by the way," and the statement "to conserve bandwidth" is used to indicate that you recognize that unnecessarily using up large amounts of computer resources is rude, as in "To conserve bandwidth, please contact me directly at..."

Every question gets numerous answers, suggestions, and sympathy (when applicable). A prime advantage to the electronic mail network

approach is that you get virtually instant feedback—no waiting a month for you Roundel "Technical Correspondence" to be answered. But, what you gain in instant gratification, you may lose in accuracy. So be careful! Caveat emptor!

Now, if you'll excuse me, I am going to surf the Internet among the other "netizens" and see if anyone has seen a cup holder for an E36...

Reprinted courtesy of St. Louis Chapter

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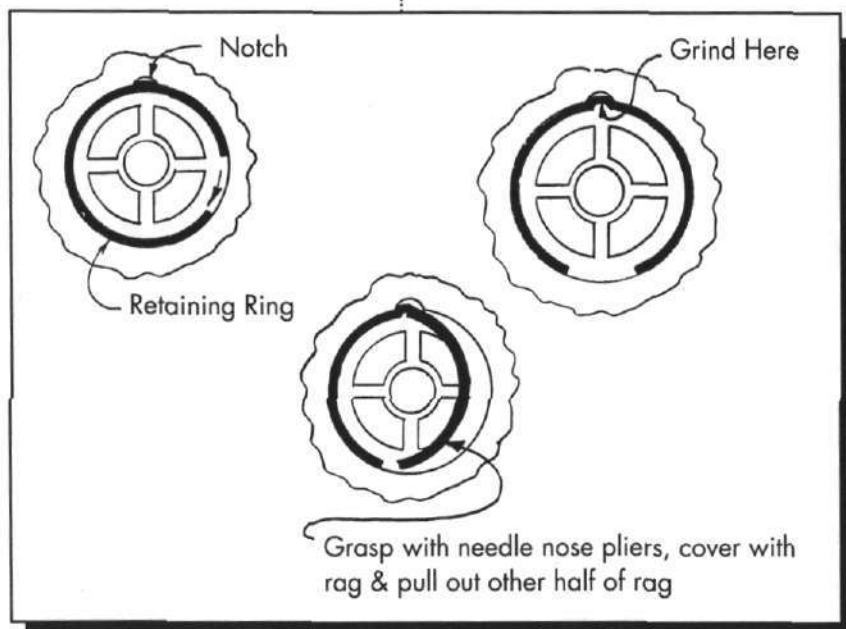
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The most difficult part of replacing the seal in the oil filter housing on 2.5 and 2.7 liter engines is removing the internal snap ring which retains the seal plug. It is recommended that the housing be removed

from the engine and the procedure be done on the bench. Being somewhat bullheaded about such things, I was determined to do it without removing the housing. After about twenty minutes of repeatedly futile attempts to remove the snap ring with various implements, the solution struck me. I chucked a small diameter grinding stone in my Dremmel tool and ground not quite through the ring at the semicircular notch in the side of the plug

bore (see fig. 1). It may be necessary to rotate the ring around to get the middle of the ring near the notch (see fig. 2). CAUTION: on models with oil coolers, such as my '87 325is, the plug is under spring pressure and possible residual oil pressure. It will come out forcefully when the ring is removed. WEAR EYE PROTECTION AND ONLY DO THIS WITH THE ENGINE COOL!! After grinding the retaining ring (remember, not completely through), carefully lever half of the ring out of its groove. Cover the plug with a rag, grasp the free side of the ring with needle-nose pliers (see fig. 3) and pull the other side out (this is why you don't grind all the way through). The plug will come out forcefully accompanied by approximately .25 liters of oil for additional enjoyment. Be ready for it! Withdraw the plug slowly and note the arrangement of the oil cooler thermostat components that accompany it. Clean and bore to remove any residual grinding grit, install the thermostat components followed by the new plug and seal, then snap in the new ring. You're done!

The whole operation, including the twenty minutes of futility and an oil and filter change, took one hour. With the benefit of this advice, you should be able to do it in thirty minutes. ☺



Tech Tips: Oil Filter Housing Seal Replacement Made Easy

Terry Wilmoth

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RADAR: Administration Sells Out Truckers, Industry and States

Excerpted from
Radar Reporter

Ending to big-money influence and political pressure, the Federal Highway Administration on December 18 approved a ban of radar and laser detectors from the nation's trucks and buses. The ban took effect January 19, with enforcement left up to the states.

The only good news is that the rule does nothing to prohibit detector sales or ownership.

After months of saying there was lack of evidence of a connection between detectors and safety, the FHWA unexpectedly started the rule-making process rolling again in early October. Only a week earlier, agency officials were still sounding skeptical about the need for a ban. In the end, though, Secretary of Transportation Frederico Pena could have been reading from a script written by the insurance industry.

"Since excessive speed is often a factor in accidents, taking radar detectors out of large vehicles should enhance safety for all highway users, including truck and bus drivers themselves," Pena said.

In other words, the government knows what's best for us.

The regulation applied to any and all detection devices. A summary said the ban covers "any device that detects radio microwaves, laser beams or any future speed measurement technology."

Affected are interstate trucks weighing more than 10,000 pounds, buses which can carry more than 16 passengers, all vehicles carrying hazardous wastes and intrastate commercial vehicles in states which have adopted federal motor carrier safety regulations. The 10,000 pound limit, rather than the usual cutoff of 18,000 pounds, means the restriction is expanded to cover many lighter trucks and vans.

The administration also put the onus of enforcement on the backs of states in yet another unfunded mandate from Uncle Sam. States are supposed to decide what penalties to impose. The rule does not penalize states that do not enforce the ban, although the FHWA said it would consider later whether to deny federal truck-safety

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money to non-enforcing states.

A review by the Texas Research and Development Foundation estimates it will cost states \$900 million to enforce a ban that over 40 legislatures previously rejected. By contrast, the FHWA claims the regulation will lower speeds, reduce accident severity and consequently save \$68 million annually.

"The states may utilize a variety of enforcement methods, such as citations, tickets with fines or other penalties assigned by state law. FHWA agrees that a citation and fine should be imposed but not confiscation of the detector," the agency said in a press release. The FHWA does not have authority to seize property, "and does not intend to impose that on the states," although state legislatures could allow for seizure.

A spokesman at the Department of Transportation, the FHWA's parent agency, claims a detector ban for passenger vehicles "is not currently under discussion." However, there is no doubt whatsoever that the insurance industry and its friends will attempt to use the commercial

vehicle ban as a precedent.

RADAR is currently exploring all options for repealing the regulation. In the meantime, commercial drivers can take some comfort in the knowledge that detector bans are exceptionally difficult to enforce and that very few states will move quickly to divert law-enforcement resources to enforcing an expensive federal mandate that will have little or no effect on highway safety. The association also urges readers to contact state and federal lawmakers to express outrage over this costly, discriminatory regulation. ♣

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Bent and Scuffed BMW Rims—Part 1

Bill Caldwell

Several years ago on a trip back from Boston, the 318i and I went airborne on a New Jersey Turnpike bridge. We came down hard, but still pushing. What I didn't realize was one of the rear rims was bent on the inside lip on landing. A couple of weeks later, I had the rims off to put another set on and found the bend. I wrote off that rim as I was very reluctant to have a die cast alloy straightened. In other words, I felt I wouldn't be able to trust the straightened rim, as it surely would be weakened at the place of the bend.

In November this last year, Mary and I purchased a stock three series coupe with factory BBS RZ alloy rims (often referred to as "cross spokes"). I had a local shop go through the coupe first. They caught the bent rim on the spare in the trunk

(I had also), but missed the one on the front driver's side (again, I did too). The two silver rims were in excellent shape other than what looked like flat spots on both rims.

Our garage is full of forged alloys of another

German make, and Mary knows the garage better than I do, so a couple of unbent BBS cross spokes coming in the front or back door not noticed is out. Okay, maybe I needed to rethink my opposition to rim straightening. Then I noticed an ad in Auto Week for rim straightening and the shop was in Maryland, just short of Baltimore.

On Wednesday, I called to see what hours the shop kept. Aside from its regular week day hours, it was open Saturday from 9:00 a.m. until 2:00 p.m. Great! Saturday morning arrived and I loaded up the three rims (by this time a second set of black centered BBS RZ's with silver rim lips had arrived via UPS; one was flat spotted and had a curb rub). Off to see the seer of wheel straightening and polishing, we guided the Bimmer out to the Inner Loop and up I-95 toward Maryland.

Ye Olde Wheel Shop's location and appearance don't inspire your confidence as you drive up. See photograph No. 1. But I was there and committed. Well, somewhat committed. The desk man first asked me if I had an appointment? I

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didn't. Luckily, the owner, Daniel Yi, was going by the desk and said he would look at them yet that morning and, if we didn't mind stopping back about 12:30 p.m., we could pick the rims up then. The desk man wasn't too happy, but I was.

Killing a few hours around Baltimore is not a real problem, especially if you know about Haussner's (3242 Eastern Avenue, Baltimore, Maryland 21224 (410) 327-8365). Great German food and you don't need a reservation for lunch. We arrived back in Elkridge about 12:45 p.m. Daniel was hard at work straightening the last of the three rims. As it developed, I learned that he is really an artisan.

Daniel Yi learned metallurgy, machining and welding with Baltimore Gas and Electric. One of his responsibilities with the gas company was straightening and truing the vanes on works turbines. While I waited, I struck up a conversation with the desk man, who also does the detail work as polishing. As the temperature in the shop was about 35 degrees and dropping, I put off the lip polishing of the "curbed" black centered BBS.

My next trip, (I will make an appointment) I plan to get some before and after shots of the polishing so that you get an idea of the shop's work.

Oh yes, I was pleased with the three rims after they were straightened. Daniel, in his work, didn't even mar the paint of the two silver BBS rims. The cost for straightening and truing was \$70 a rim. Not inexpensive, but price a new BMW alloy rim. The shop will also weld and machine cracked and broken alloy rims (my fears come back with that work), paint or polish the rims (look for my future article on that work later) and dismount and mount tires.

Daniel Yi's Ye Old Wheel Shop is located about 1.5 miles off I-95 (Exit 43, MD Route 100 to US 1, aka Washington Blvd & go south from Elkridge) at 7281 Washington Blvd., Elkridge, Maryland 21227, telephone (800) 526-8260 or (410) 796-8400. Make an appointment, life with the desk man will be easier! ☘

Bent and Scuffed BMW Rims—Part 1

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Chris Leeper

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N.B. In case of rain, the Flying Circus & Airshow and the BMW CCA Family Day Picnic will be cancelled; rain date will be Sunday, 21 August.

Again this year, our annual Chapter membership survey results showed that our constituents would like to see the Chapter offer more social (ie, "non-driving") events. Here's one that's fun for the whole family.



Last June, we organized a day at the Flying Circus & Airshow at Bealeton, Virginia, and those who attended had a great time! Unfortunately, it wasn't publicized until the May/June issue of the dB came out, so turnout was not as high as we'd hoped.



People had already filled their calendars for the month of June etc. This year we're getting the word out well in advance, So don't miss out. Make your plans now!

If you can find a copy of the September/October 1993 issue of the dB, Bill Caldwell's article entitled "An Aerial Report" recounts last year's Flying Circus & Airshow event. It's an enthusiastic account, to say the least. In fact, those who were lucky enough to attend last year insisted we do it again this year. We listened. And it's happening.

We're doing the event a bit differently this year. It's gonna be even bigger and better! We're combining the Flying Circus & Airshow with a Family Day Picnic!

The brainchild and property of Washington D.C. radio personality/traffic reporter Walt Starling and billed as "America's ONLY Barnstorming Airshow & Museum," the Flying Circus Airshow is truly a blast from the past for kids from one to ninety-two. And this year Walt says he's officially design-

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nating August 7 as "BMW CCA Day" in his published brochures and calendars!

The setting is an open, grassy field surrounded by woodland in the gently rolling hills of the nearby scenic

Virginia countryside. Truly an ideal location for the throwback of the daring and daffy flying circus and barnstorming airshows of the Roaring Twenties.

The action is a bevy of historical flying machines, the kind that makes the heart go thumpety-thump with fond reminiscences and wondrous dreams of simpler bygone days. Simple machines constructed of wood and fabric with aircooled radial engines whose rich, muscular exhaust notes fill the still, sweet country air as throttles are applied and great wooden propellers pull the beatific beasts lazily up, up and away. The Great Waldo Pepper. Wing walking. Loop-de-loops. Barrel

rolls. Steep vertical climbs punctuated by stalls and spins. Ooohs and aahs from the rapt crowds on the ground below. Gentlemen in candy-stripe vests and straw skimmers. Ladies in hats with parasols. Enthralled kids in knickers and petticoats, Lemonade. Root beer. Hot dogs. Laughter and cheers.

The gate opens at 11:00 a.m. Admission is \$7.00 for adults and \$3.00 for youngsters. The show starts at 2:00 p.m. It's a one and one-half hour spectacle climaxing in wing walking performed by a lovely and courageous young lass! It's sure to entertain and please. The many airplanes featured in the show will be on display after the show for those who wish to inspect these historical beauties up close and personal. And for the thrill seekers among us, airplane rides are offered before and after the show! Your choice of closed cockpit airplanes and open cockpit biplanes are available. Kids will be permitted to do the airplane rides provid-



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FLYING CIRCUS & AIRSHOW

Continued

ed they are above a certain height, a la many Walt Disney World rides. For the particularly daring, the even offer aerobatic rides complete with barrel roll, vertical climbs, loop—de—loops and inverted level flying. Air fares are \$20.00 for a closes cockpit airplane ride, \$30.00 for an open cockpit biplane jaunt and \$50.00 for the aerobatic experience.

We will have our own dedicated parking area and picnic site, complete with picnic tables. We wanted our picnic to be a catered affair, with something like pit cooked barbeque, grilled chicken, baked beans, slaw, rolls, soft drinks, lemonade, that sort of thing. However, that's impractical because of the unpredictability of the weather—if it rains, the air show and picnic are cancelled but it's to late to cancel the arrangements with the caterer.



So it'll be a "bring-your-own-picnic-basket" affair. Just like old times. Or you can stop at your favorite fast food joint. Whatever. Plan on eating at around 12:30 p.m. Alcoholic beverages are allowed, but as usual it will be BYOB (unfortunately).

There is also a snack bar/concession stand at the airfield, with ice cream, hot dogs, soft drinks, potato chips and such—pretty much what you'd expect at an old fashioned barnstorming airshow & flying circus. All very quaint and rustic. The atmosphere there is extremely casual and relaxed.

Walt Starling will be there with his beautifully restored Stearman biplane performing in the show. Last year he treated our group after the show by pulling his Stearman over near our seating area and inviting us to gather some of the bimmers and park alongside



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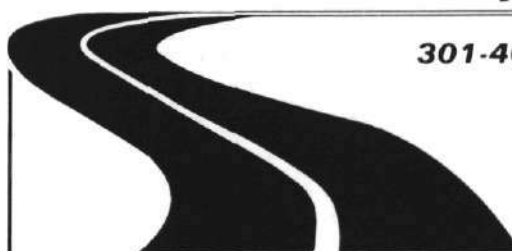
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FLYING CIRCUS & AIRSHOW

Continued

for photos while bombarding him with exclusive (and delightful) engagement. We expect he'll do the same for us this year, too.

Bealeton, Virginia is located between Manassas and Culpeper. There are some lovely roads between Manassas and Bealeton.

As we did last year, the event will start out with a scenic tour along the back roads (no dirt, we promise) from the Manassas Shoney's to the Airshow. If you'd care to caravan along with us on this scenic drive, plan on being at the Manassas Shoney's in time for an 11:00 a.m. departure (see directions below). The scenic tour only adds 10—15 minutes to the trip from Manassas to the airshow. Route instructions for the scenic tour will be available inside the Shoney's if you'd prefer not to join the group caravan tour. If you want to drive direct without the group (and without stopping in Manassas), easy directions to follow at the end of this article.

So there you have it. A scenic drive in the country, an old fashion picnic, a Flying Circus & Airshow, and hanging out with none other than Walt Starling. All rolled into one neat little package. What a way to spend a Summer Sunday! How can you possibly resist. You can't! You have adequate advance notice this year. Mark your calendars now! And on August 7th just load up your significant other, the kids, lawn chairs or blankets for watching the show, binoculars, camera and film, a picnic basket and cooler filled with fun. If you've never attended a Chapter event because you've figured out that you wouldn't fit in with "all those car crazies" (which is not accurate assumption to begin with, but that's another story) this is the event to get you started enjoying what the Chapter actually offers.

Remember: in case of rain, this event will be cancelled. But there will be a rain date: Sunday 21 August. If there's rain in the forecast on and for the day of August 7th, call Chapter Hotline to find out if this event is being cancelled.

If you have any questions, call Chris Leeper at 703/455-3042 (evenings between 7:00 and 10:00.)

Directions from the Beltway to Shoney's in Manassas to start the scenic tour to the Airshow: Take Rt. I-66 West to Manassas (about 20 miles); take exit 47 (Route 234 South); go to the 2nd traffic light (you'll pass

Shoney's on your left) and make a U-turn to get to Shoney's (now on your right); park in the far back area of the parking lot.

Directions from the Beltway to the Flying Circus & Airshow in Bealeton, Virginia (the most direct route—"non-Scenic", but still quite nice): Take Rt. I-66 West to Rt. 29 South past Warrenton, VA (there's a Rt. 29 By-pass at Warrenton which will save you time) to Rt. 17 South, and turn left onto Rt. 17 South; beyond the Village of Bealeton, turn left onto Rt. 644 and follow the signs to the BMW CCA parking area and picnic site. ☺



Photo by Chris Leeper

New Members

NEW MEMBER	YEAR/MODEL	SPONSOR	
Amos, Joseph	'88 325i Cabriolet	Dave Chenoweth	
Anikeef, Pamela Tatiana	'92 Mazda Miata	Woody Hair	
Apker, John			
Barton, Doug	'93 325i		
Beatley, Chris			
Born, Edith	'87 325e	Bob Donahue	
Brown, Anthony	'88 M5		
Brown, Thomas	'76 2002		
Bryan, Michael	'83 633 CSI	Phil Marx	
Bryant, James			
Chase, David	'91 525i		
Cholvibul, T.	'92 325i	Michael Galitsis	
Cino, Maria	'93 325i	Ed Aitkenhead	
Cleek, Bill			
Cormier, Roland	'74 2002		
Cummins, Harvey			
Cunningham, James	'79 633 CSI	Allen Cunningham	
Davis, Sinclair			
Dorsett, Andrea	'92 318is		
Drago, Juliet			
Emmer, Mathew	'92 325is		
Fischer, Paul		Michael Whitley	
Forte, Jerry	'93 318i		
Foster, Ray	'92 325i		
Frost, Michael	'87 535is		
Gavenas, Jeff	'88 325ix		
Gezinson, Ralph			
Grabose, Patricia	'87 325i		
Grauly, Kevin		Daniel Grauly	
Greer, Barbara	'88 528e		
Griffen, Timothy			
Hendrix, Jeanne	'89 325i	Larry Hazel	
Hensley, Betty	'92 Porsche 968	David Roach	
Hightower, Joseph	'88 735i, '93 318is	Harold McClaughlin	
Huddleston, Charles			
Jacobi, John	'88 735i		
Johnson, John	'88 635 CSI		
Kent, Christopher	'71 2002		
Levine, Jim	'94 850 G		
Lindlem, Forrest	'79 635 CSI		
Lohmann, Ann			
Macisaac, Thomas	'75 2002	Joseph Macisaac	
Maliki, John	'92 325i		
Marquis, David	'94 325i		Doug Verner
Marre, J.J.			
Mayo, Craig			
McNelis, Ed			
Moore, Alexander	'85 535i		David Roach
Neshewat, Nader	'86 528		
Nordling, Dick			
Nuthall, Shawn	'88 325i		
Overton, Blair	'91 M5		
Pascucci, Betsy			
Perini, Andrew	'87 325is		
Rubin, Don	'86 325es		Jim Knoke
Rutland, Michael	'75 530i		
Schudel, Thomas	'93 850 CSI, '93 M3		John Wildenburg
Sharp, Barry	'94 530i		
Smith, Phillip	'88 M5		
Stanard, Cornelius	'88 735i		Larry Hazel
Triffilas, Lance	'72 2002		
Twardowsky, Michele			
Udensi, Uko Ben	'86 325e		
Washington, Demetrius	'89 325i		
Weisz, Nathan	'83 528e		
Whitt, J. Paul	'92 525i		
Wong, Kevin	'91 318i		
Zell, Jim	'87 535i		
Znilek, Michael	'92 325i		
Zwirner, John	'84 533i		

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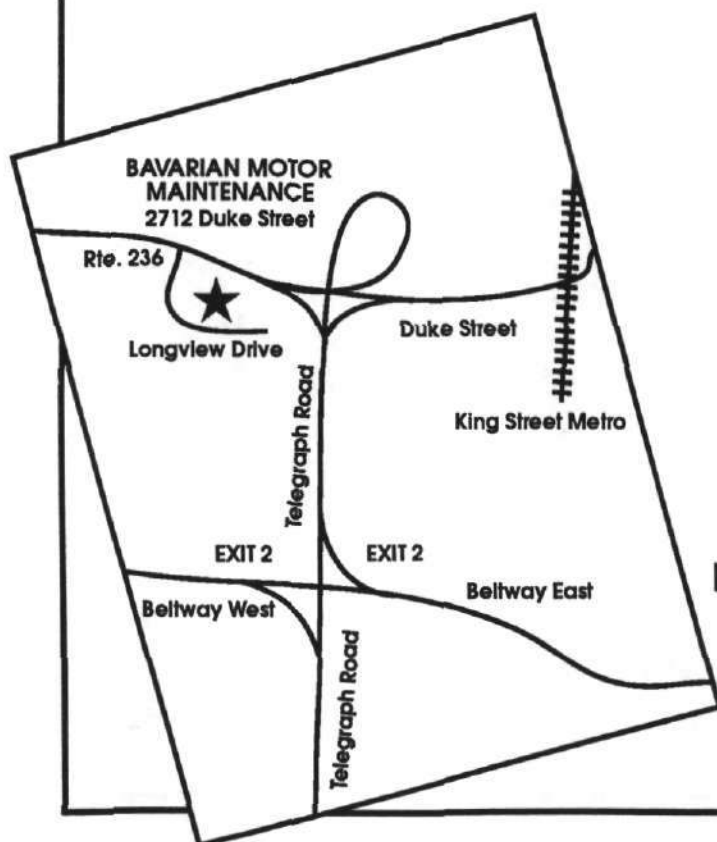
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Cars for Sale

1987 BMW L6 VIN WBAEC8408H3265407

Silver exterior and silver interior (gray leather). Rare vehicle, all power, all leather, all options, trip and diagnostic computer, ABS, rear A/C, rear cooler, 88,000 miles, very good original condition, \$15,000. (703) 222-5613 (VA)

1985 M535i VIN WBADC 710800641801

M5 predecessor with all the factory touches. Dark green (Achatgrun-Metallic), with rare matching green fabric interior (including dash!), sun/moonroof, rear window shade, first aid kit, 5-speed, 390 rear (307 also available), rare quick-ratio steering, 90,000 miles on car, new modified engine (Hartge head/cam/valves) installed at 45,000 miles, new Bilstein Sport shocks, additional gauges for oil pressure engine/differential/transmission temperature, amp meter, voltage meter, Ungo box, Becker Mexico AM/FM stereo cassette, 16x7 like new BBS wheels (silver), adjustable headlights, original importer invoice, all EPA/DOT releases and even a rare M535 brochure in English. Garage kept,

car cover, beautiful original paint. \$12,900. Raine: home (301) 933-1880 or home fax (301) 933-8277. (MD)

1987 325i Convertible VIN

WBABB2302H1944525, Pristine Bronzit, beige top, beige leather, one owner, non-smoker, always garaged, never driven over 70mph, never accidents, cruise, ABS, anti-theft radio, auto, P/W, Fog, A/C, computer, car cover, 46,500, BMW Maintenance. \$15,900, Call Louis. (202) 208-4309 (day), (703) 754-9017 (evening). (VA)

1977 320i, VIN 5422030, Saharra beige, new tan cloth interior, 85k, A/C, 4 sp., Shrick cam, Stahl headers, Ansa exhaust, Koni shocks, excellent condition, no rust, garage kept, non-smoker, complete service records, \$4,000 OBO. Call Fred (304) 263-0891. (WV)

1983 528i, Black/Black leather, rebuilt motor and transmission, auto, sunroof, \$3,000/best offer. Call Aaron (410) 658-9985.



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1980 320is, Black/Black cloth, 85k, S package, Recaros, 5 spd., sunroof, A/C, limited slip, \$1,800/best offer. Call Kevin (202) 544-1123 (eves).

1976 530i, Brown/tan, 16k on rebuilt engine, new shocks and brakes, oversized gas tank (25 gals.), \$2,000/best offer. Call Don (703) 659-5227 (eves).

Parts For Sale

From 1985 M635: 5 speed Overdrive Transmission stronger than stock 635 transmission. Rebuilt with 6 mo/6000 warranty. Will fit 5-6-7 series. \$1,800. Stock camshafts replaced at 40,000 miles. New condition.

Bearcat Scanner. Listen to your favorite police, weather channel. Automatically scans for strongest frequency.

Bel Laser Detector.

Valentine Radar Detector. Complete—all clips, wires and accessories. Make offer. Gordon Kimpel (703) 847-9660 (w), (703) 759-9733 (h).

Yokohama 008's, 205-14 and factory alloys. Like new, used once. Wheels recently balanced. Perfect for 2002 or 3'er. \$600 OBO. Buyer pays shipping. Call Todd at (717) 790-9247 (PA) after 5:30.

Sachs clutch set for 325, includes clutch, pressure plate, throw out bearing and pilot bearing all new, fits e, i, and s. \$150.00. Call Paul at 202-726-7971.

2002 Carbs, Dual Sidedraft 40mm DCOE Webers with intake manifolds, linkage, throttle cable, air cleaners, and water bypass pipe. Excellent condition. \$425. Dave (301) 829-2460 (evenings).

1974 2002tii Complete engine, 90k \$1,000/best offer; **tii struts/brakes** \$275/B.O.; **Rear differential** \$150/B.O.; Call for other 02 parts. Call Kevin (202) 544-1123 (eves).

Alloy Wheels, 3 Series, new Goodyear GT+4 P195/60 HR 14, complete set of 4, includes lug nuts. Best offer, call Tom (301)

210-6677 (days), (410) 750-7462 (eves).

1972 2002 Solid gas tank, dash, struts, engine block with good 121 head, call for other 02 parts. Call Walt (703) 349-4737 (eves).

1987 535is 1973 2002, Rear differential (3.25:1), 60k, \$300/B.O., Dinan chip for 535i, \$175; tii injection pump, \$300; H/D Bilstein shocks (set of 4), \$200; Suspension Tech Springs for 02, \$40; 320i rear differential (3.90) \$125; tii struts and brakes, best offer; Euro front turn signals \$25; M3 brake duct kit, new, never installed, \$200; 02 lock set, complete set, \$100; tii distributor, \$60. Call Scott (703) 758-4927 (eves), (800) 368-3582 (days).

4 Racing Dynamics 5 spoke wheels, 17 x 8 to fit E36 92 on 318 & 325, slight curb damage, best offer.

4 Alpina Alloys to fit 5,6,7 series 16 x 7 & 8. Just refinished, perfect cond., \$1,400 or best offer. Paul (202) 726-7971.

2002tii Engine, less fuel injection, \$350. Set of tii front struts with brakes \$160. Call Chris (410) 893-8726.

Help Wanted

Enthusiast needed to help with Brian Redman's Jefferson 500. The race is May 14-15, 1994. You will be required to work two 2 hour shifts each day. Your duties may include manning the standings board, manning an information booth or helping with charity rides. This enables you to be a part of the premiere event at Summit Point Raceway. One day volunteers receive 1 complimentary pass. Two day volunteers receive 1 complimentary pass and free admission to the Saturday night Bull Roast Dinner! The dinner is open to participants only. You get to dine with the drivers and listen to some of the classic racing lies. If a husband-wife volunteer, I will make sure you work the same shifts (if desired!). Please call me by May 9 so that I have time to make assignments so that you know what time you will need to be there. I promise that you won't regret helping out! Jack Kenworthy (703) 527-8033.

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MEMBERSHIP CONTEST

Members are the lifeblood of our organization—and the focus of a new membership contest that begins May 1st and ends July 1st. The prizes are two \$100 bills. One goes to the National Capital Chapter member who signs up the most new members during the contest, and the other will go to a member picked in a random drawing from all those who sign up at least one member during the drive.

Anyone interested can get membership applications by calling Dick Bergen (work: (202) 267-6245; home: (703) 938-4680). Or, you should be able to pick up some at your closest BMW dealer or independent service shop. The application has a space for filling in your name as the "sponsor" of the new member—that way you'll be sure to get credit. Give the applications to friends and co-workers who own a BMW but aren't members of the club. Or, stuff one behind the windshield wiper of every parked BMW you see. You'd be amazed at how many new members we get this way. We did a survey recently and found that the single largest source of new members in our chapter was from referrals by other members.

Winners of the membership contest will be announced August 7th at the Family Day Picnic at the Flying Circus Air Show, Bealton, VA (see article this issue, pg.)

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Answer to cover quiz: BMW 328.



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Sunday - June 5, 1994
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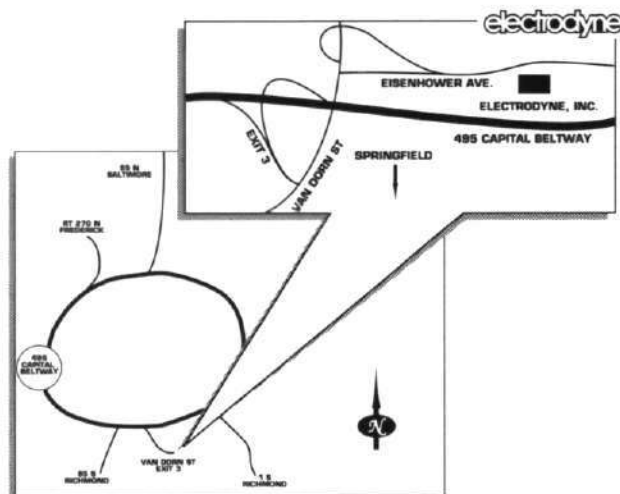
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4750 Eisenhower Ave
Alexandria, Virginia (703) 823-0202

Commercial & Private Vendors-
Doug Crowther (703) 450-9175

General Questions-
Kevin Cowley (202) 544-1123

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