



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
Summer 2020

<http://www.njbmwcca.org>

Volume 51 Number 3

Summit Point Driver School and Club Race



Lead / Follow Format of Instruction

Photos by Jamie Kavalieros



North American Challenge Race

NJ Chapter's Show and Shine



Photos by Paul Ngai



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President's Corner



By Neil Gambony

“Once upon a time, it was a dark and stormy night.” That’s not much of a beginning for a column in a car-club-related newsletter; it’s a combination of some opening lines for stories that should have happy endings. I need to give credit to Snoopy for the latter half of the first line because right now I feel a little like Snoopy sitting on top of a dog house typing this column to hopefully have a happy ending.

We are still in the midst of a world-wide pandemic which has been greatly restricting the events we would normally have throughout the year. We are proceeding with caution while following the guidelines set forth by the BMW CCA, our government leaders and the regulations of the venues we are attending, either here in NJ or elsewhere.

We have been able to hold some events, the first being the Scenic/Fun Car Drive in June organized by our Director of Social Events, Rich Altman and Club member Wade Howard. I won’t be going into the details of the event since there is story elsewhere in the Bulletin about it but I would like to thank them for putting it together since it was a benefit for the Foodbank of NORWESCAP. As you may be aware by now, donations to foodbanks have been greatly impacted by the pandemic; this event was able to generate over 11,000 pounds of food for the Foodbanks recipients. More Scenic /Fun Drives are in our future.

We held the 7th annual Geoff Atkinson Memorial Drivers School and Club Race at Summit Point, West Virginia in July. It was warm weather as usual with several run groups of students and a full contingent of Club Racers that were able to run in 4 races. I must thank VAC Motorsports for their continued support and sponsorship of our Club Racing. All of the students, instructors and racers were thrilled to be finally out at the track after being self-quarantined (or was it sequestered?) for months.

Since we were unable to have in-car instruction for students, our Chief Instructor Bill Van Ocker had implemented having the student run groups use a Lead/Follow (L/F) system with Instructors, this is similar to what other car clubs and organizations are now using. The L/F instruction works great with those who have previous track experience.

We are still planning to be at the Shenandoah Circuit of Summit Point in October, we will be most likely using the L/F instruction there. It is uncertain at this time if

we will have the pot-luck dinner at the track like we had last year due to the coronavirus but will wait to see what the protocol is then.

Another event that has fallen victim to the pandemic is our September Tirerack Street Survival School for teen drivers. We were concerned given the guidelines in which we are to instruct students that it would lead to confusion and possibly frustration on the behalf of both the students and the instructors. The social distancing guidelines for the classroom may also have prevented all of the students from being able to see and hear the instructor. We’re looking forward to holding the schools again in 2021 if they can be held in more ideal conditions.

We are now looking into the fall when we normally hold a long-time Chapter tradition right before Thanksgiving, the Whack Your Turkey Rally. There may be some change to that also since the governor is still not allowing indoor dining as of this writing. We may shift the time earlier in the fall when it’s still warm enough to congregate outdoors under cover or look for a great big space indoor like a warehouse where we can still comply with social distancing guidelines.

One last item of Club business is the election of officers to our Board of Directors for the year 2021. This year has been going by quickly but not quick enough to get us to the other side of this pandemic. As usual, the spots up for grab are: President, Vice-President, Treasurer, Secretary, Driving Events, Director of Social Events, and 2 Member-at-Large positions. There will be an E-Blast going out in October that will have information of how to nominate yourself or any other individual. If you have any questions regarding the positions and their duties please contact me, my address is at the bottom of this column.

It was great to see the turnout of members at the Show and Shine/Swap Meet which was held at the Deutscher Club in August. Although the prediction for the weather was ominous, we had clearing skies for the evening. In keeping within the social distancing guidelines, all participants hung out in the parking lot and under the pavilion until it got dark. This event is gaining in popularity and will definitely be back in the future.

Continue Staying Safe.

Neil Gambony

neilgambony@njbwcca.org



Philes' Forum

By Vic Lucariello, Sr.

Hello, Bimmerphiles! This time out we are continuing the discussion of brake bleeding and brake-fluid flushing.

Last time we talked about brake-system bleeding and brake-fluid flushing and the purpose of each. Bleeding is intended to remove any air or other gas bubbles from the hydraulic system, while flushing is done to replace old, contaminated brake fluid with fresh new fluid. Of course, a good flush will tend to remove any entrained gasses. Air or gas bubbles in your brake [or clutch] system can cause a low, “spongy” pedal, while contaminated fluid, in addition to fomenting corrosion, can boil under severe-use conditions and cause.....a low, “spongy” brake pedal. Generally speaking, when all is said and done, the main difference between brake bleeding and brake-fluid flushing is the amount of fluid put through the system.

There are several methods of bleeding brakes and changing brake fluid, and some methods may be better than others for problem situations. With one exception, all the methods we will talk about involve fluid movement from the master cylinder, down to the calipers and out of the system via the bleeder screws. In the case of brake bleeding, the idea is that any air will be expelled with the discharged fluid. I guess the various methods can be categorized as “pressure” or “vacuum”. Let’s begin with vacuum.

Before we begin, note that regardless of what method you use, you should be capturing all expelled brake fluid in a suitable container via a piece of tubing attached to the bleeder screw. I always use clear-vinyl tubing so that I can observe the color of the expelled fluid as well as any bubbles. Suitable vinyl tubing can be had at any hardware store. Brake fluid handily removes most paints. And, trust me on this, you definitely do not want to get brake fluid in your eyes! ***So, eye protection is required, as it is for just about any work on your car.***

Vacuum bleeding/flushing involves applying suction to the caliper-bleeder screws. This can be accomplished with a Vacula or Mityvac shop-air-powered “brake bleeder”, or with a simple hand pump as shown in Photo #1. This particular hand pump is by Phoenix Systems, and it is suitable for



Photo #1 - Hand-Pump Brake Bleeder

both “normal” and “reverse” bleeding [more on this later]. While the air-powered vacuum bleeders are faster, the hand pump works just as well.

Although vacuum bleeding/flushing is popular with many folks and is relatively fast to set up, there are a couple of disadvantages to it in my opinion. I guess what bothers me most is that, being that suction is applied to the bleeder screw, you can get fugitive air sucked in around the bleeder-screw threads, and you can’t tell if this air is coming from the brake system or sneaking around the bleeder screw. You can minimize the amount of fugitive air by wrapping the bleeder-screw threads in Teflon tape. However, be SURE to keep the tape off of the tapered seat on the bleeder screw. Photo #2 depicts a bleeder screw wrapped in Teflon tape. Teflon tape comes in different qualities and thicknesses. The thin, good quality stuff is what I prefer.

A purported advantage of the vacuum method is that it tends to enlarge any bubbles in the system,

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Philes' Forum (continued)

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thereby making them easier to entrain and remove. This sounds quite reasonable to me.

Vacuum bleeding/flushing is generally a bit slower than pressure bleeding [more on this later], and usually vacuum bleeding can only be applied to one bleeder screw at a time. Moreover, one needs to keep close watch on the brake-fluid-reservoir level



Photo #2 - Bleeder Screw Wrapped With Teflon Tape

[this applies to some other methods as well] to ensure that it does not empty and introduce air into the brake system.

Pressure bleeding/flushing can be sub-divided into several categories: gravity, pump-the-pedal [P-T-P], and external pressure. In the gravity method, one simply opens one or more bleeder screws and allows fluid to flow from the system. The gravity method is perhaps the slowest of all the methods I know of, and in some cases, depending upon the arrangement of the system and how long the brake lines are, one may get little or no brake-fluid flow from one or more bleeder screws, especially the rears. Also, being that this method is relatively slow, one may tend to get impatient and walk away, perhaps forgetting to keep an eye on the all-important brake-fluid-reservoir level. I once did a survey of professional shops specializing in BMWs and some shops claimed to use gravity bleeding/flushing.

That brings us to pumping the brake pedal. In this very popular [in the DIY set] method, one has an assistant pump the brake pedal, then hold foot pressure on it while the bleeder screws are opened one at a time. The pumping action of the master cylinder is used to expel fluid and any entrained gas. Then [hopefully] after the bleeder screw is re-closed, the assistant releases the brake pedal and the sequence is repeated.....over....and.....over.....and, well, you get the picture. Any of you who has spent any time in repair shops or track

garages has undoubtedly heard the “Pump it up....Hooooold it....OK” litany. One of my first jobs when I began working in the corner “gas station” lo those decades ago was to be the P-T-P assistant. And that reminds me of one of the disadvantages of the P-T-P method.

When doing the ol’ P-T-P routine, your assistant has to be very careful not to release the brake pedal before you say “OK”. [Of course, *you* need to be very careful not to say “OK” until you have closed the dang bleeder screw.] If the pedal is released before the bleeder screw is closed, the system will suck in a nice shot of air. In this august, family-oriented publication, I cannot repeat what ol’ ‘Pino Cocuzzo said to me in that Gulf station the first time I took my foot off the brake pedal too soon.

Speaking of less-than-competent assistants, I’ll never forget the time I was bleeding the brakes on my hotrod in an effort to alleviate a spongy brake pedal. I must have repeated the “Pump it - hold it” litany for 15 minutes [at least it seemed that long] with no success before I realized that my assistant was depressing the CLUTCH pedal [no mean feat on my hotrod!].

Assistant incompetence aside, my main concerns regarding P-T-P bleeding/flushing are that it takes quite a while, and many pedal cycles, to pump a liter of fluid through the system, and that the master-cylinder’s piston seals are dragged repeatedly over areas in the master-cylinder bore that they normally do not contact. In uncommon cases [perhaps more likely with older, cast-iron-body master cylinders], this can cause the master cylinder to fail. Yes, this has happened to me. Of course, one needs to keep close watch on the fluid level when using the P-T-P method. And a closer watch on the assistant!

The P-T-P method does have one great advantage over the other methods we are talking about. Even moderate foot pressure on a brake pedal can produce 1000 psi [pounds per square inch] pressure in the brake system. To put that in perspective, the pressure provided by a common pressure bleeder [more on this later] is only about 20 psi. Opening a bleeder screw with 1000 psi behind it results in a high-velocity jet of brake fluid, and this high

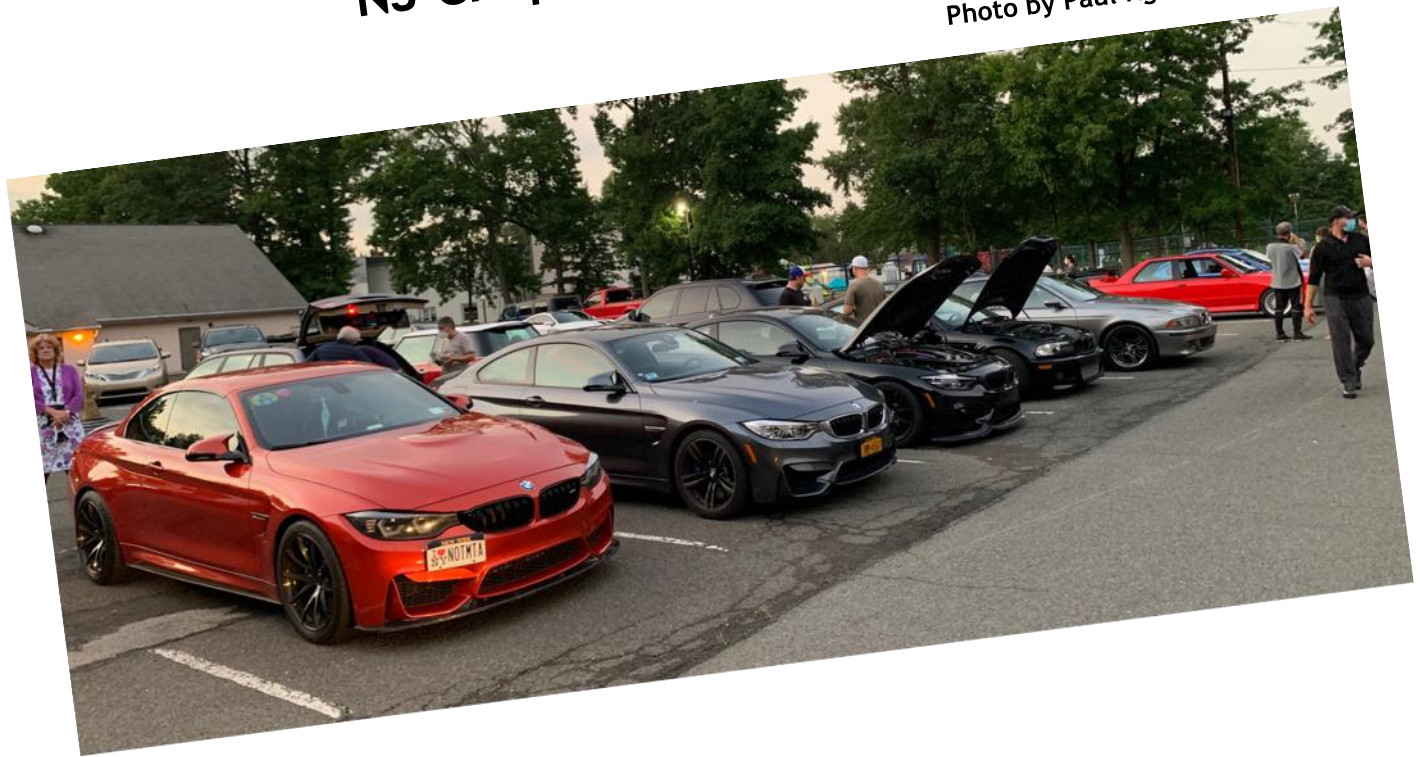
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NJ Chapter—50th Anniversary Celebration

The 50th year celebration of the New Jersey Chapter founding has been postponed until 2021.

NJ Chapter's Show and Shine

Photo by Paul Ngai



Philes' Forum (continued)

(Continued from Page 5)

velocity can sometimes expel a recalcitrant air bubble that has resisted other methods of brake bleeding. I rarely have to resort to P-T-P when bleeding a brake system. And of course, when you are doing a simple fluid flush, there should be no air in the system to begin with.

That brings us to external-pressure bleeding/flushing and unfortunately to the end of *Philes' Forum* for this time. See you next time, Bimmerphiles.

Anyone wishing to contribute to *Philes' Forum* can contact me at vic.sr@njbmwcca.org. I'm interested in tech tips, repair/maintenance questions, repair horror stories, emissions-inspection sagas, product evaluations, etc.

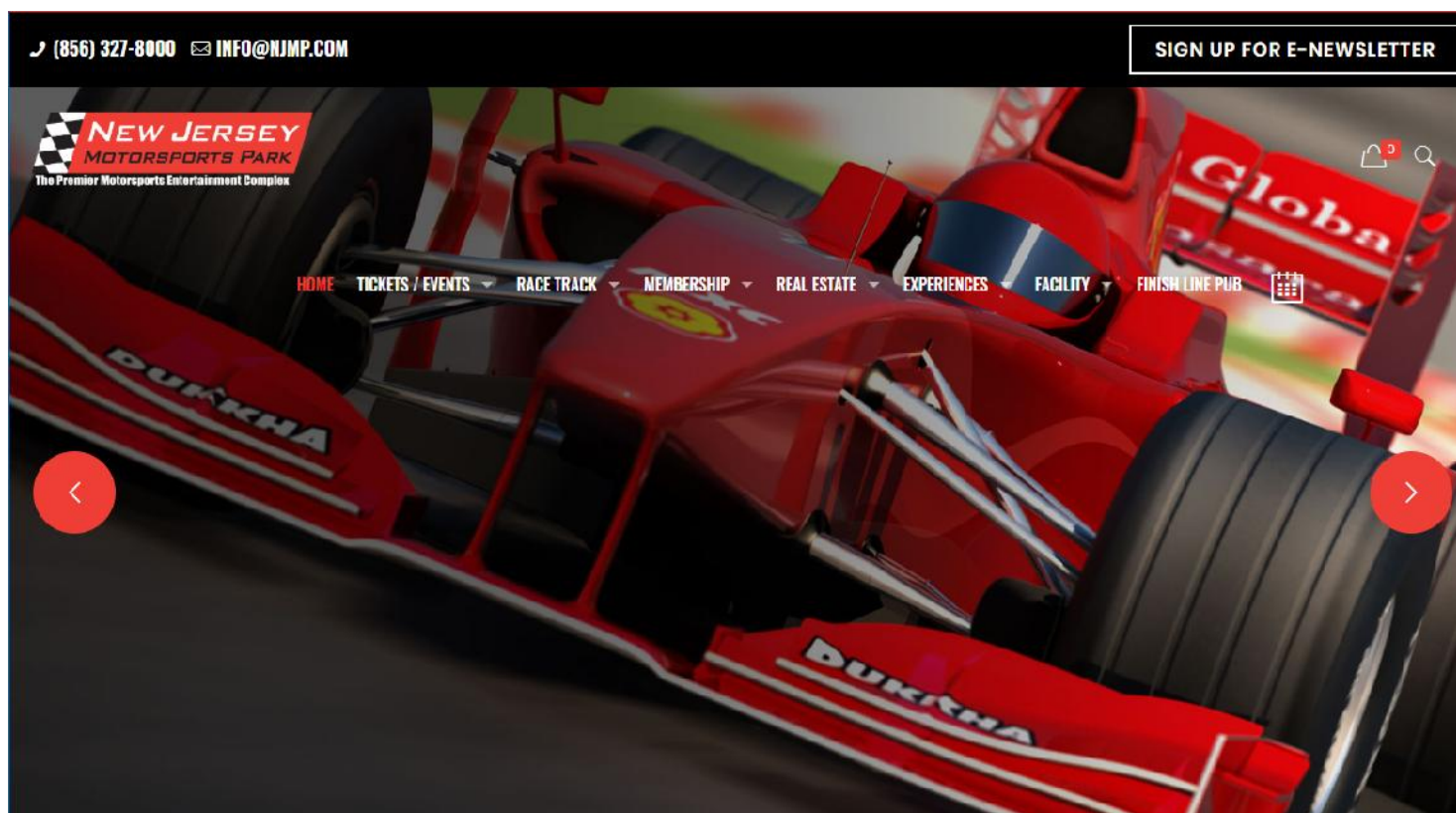
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Scenic Drive

Hosted by NJ Chapter, DelVal Chapter, and TriState 5ers

Members of the NJ Chapter participated in a family-friendly scenic drive on July 12th over the winding backroads of Somerset, Hunterdon, and Morris counties. The 60-mile long scenic drive, which began and ended at the Hills Village Center in Bedminster, attracted both long-time members and members for whom this was their first chapter event. The event was co-hosted by the NJ Chapter, DelVal Chapter, and the TriState 5ers group to raise funds for NORWESCAP, a not-for-profit organization that provides social services to low-income families in northwest New Jersey.

Attendees who arrived early to grab a coffee before heading out on the scenic drive were treated to an appearance of a very rare 2002 Touring model which did a quick lap of the parking lot to check out more than 30 BMWs across a range of generations and models that gathered at the shopping center in Bedminster. The limitations on activities in place at the time of the event due to the COVID-19 pandemic required all attendees to wear facemasks and adopt social distancing, but neither prevented the group from enjoying the beautiful weather and exploring scenic backroads of central New Jersey.



Meeting at the Hills Village Center in Bedminster.
Photo by Rich Altman

The convoy headed out from the shopping center and followed the leader (and Google Maps turn-by-turn directions) over winding backroads past the former estate of American auto executive John DeLorean in Bedminster and along the Lamington River in Pottersville en route to Long Valley Pub & Restaurant for lunch. Long Valley Pub & Restaurant accommodated the drivers and passengers with a designated parking area for the group along with a tasty menu of pub favorites served al fresco in the expanded outdoor seating area.

After lunch, the group headed back towards Bedminster on a meandering route over the windy backroads of Chester, Gladstone, and Mendham before taking a quick pause at the Jockey Hollow National Historical Park visitor center to allow the stragglers to re-group. From Jockey Hollow, the group continued onward

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Summer 2020 (Continued)

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into Harding where the group leader had a near-miss with a groundhog that had wandered into the roadway. Keeping your eyes up isn't just good practice while driving at the racetrack. Thankfully, the group leader and the cars immediate behind him were able to dodge the obstruction and the marmot scurried back to relative safety in the brush alongside the road.

The group traversed the Great Swamp National Wildlife Refuge without any further wildlife encounters and passed through Long Hill, Millington, and Bernardsville before returning to the Hills Village Center in Bedminster.



Eye'll see you at the Long Valley Pub & Restaurant.
Photo by Wade Howard

Seeing the variety of BMWs driving past attracted honks from other drivers, waves from pedestrians, and even a new participant who joined in on the fun after seeing all of us drive past his home. All-in-all, it was the perfect weather and gave everyone a chance to get out, enjoy their cars, and make some new friends.

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Summer 2020 (Continued)

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Stay safe and we are excited to see everyone at upcoming events!



Taking a break on the scenic drive.
Photo by Wade Howard

More Show and Shine



Photo provided by Allison Mack

Our Business Manager, Allison, celebrating her 3-year anniversary, with her Montego Blue 328xi.

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Produced with sponsorship from The Werk Shop, Classic BMW of Plano, Texas, CocoMats, and Yokohama Tires, the BMW CCA Foundation has assembled twenty significant cars and four equally compelling motorcycles at their beautiful, newly air-conditioned museum in Greer, South Carolina.

Included among the rare classics on display are a 1930 3/15 PS DA2 Cabriolet, believed to be the oldest BMW in North America; three of BMW's race-dominating pre-war roadsters – a 319/1, a 315/1, and a 328; a Pebble Beach trophy-winning 503 cabriolet; a 507, two Baroque Angels; a pair of EMWs, likely the only ones in the United States, built by the Soviets in BMW's former factory in Eisenach; an Isetta 300; a race-prepared 1960 700, and more. Motorcycles include a race-winning R47 sport bike and an R2 single; a postwar R24 and a sidecar-and-trailer-equipped military R75.

The vehicles are supported by extensive archival photos and stories, and an audio tour is available for download to mobile phones. If you can't make it to the show, a virtual tour is available online at www.bmwccafoundation.org.

A beautiful, 166-page, full-color GENESIS exhibit book, written by Jackie Jouret, is also available from the BMW CCA Foundation store, in softcover or limited-edition hardcover.



For more information, visit www.bmwccafoundation.org or call 864-329-1919

Driver Schools

By Jamie Kavalieros

Summit Point - a lot of firsts

The July 18th-19th Summit Point Driver School and Club Race was our first track event of the season. It is usually our third event. Many of the attendees were unaware that it almost didn't happen. The problem was two-fold. West Virginia COVID cases were on the rise and we feared New Jersey would add WV to the list of states for 14-day quarantine. Luckily, WV was not added. The second obstacle hit us on the Monday before the event. WV announced a ban on all group gatherings over 25 people. Somehow Summit Point was allowed to get special permission for track events. This was partly due to the amount of acres Summit Point encompasses and assurances that we would not congregate in any one area more than 25 people and individuals would remain in their paddock stall when not on track. This news came on the Tuesday before the event.

We did not do in-car instruction at Summit. BMW CCA National guidelines would not allow instructors in student cars. Instead we did a Lead/Follow format of instruction, another first for us. We only had 2 student groups instead of the usual 3. Unfortunately, we did not allow any never-been-to-the-track students or even newish beginner students. Not more than 2 students were paired with an instructor

and did follow-the-leader instruction. We added some new drills and exercises for the students to sharpen their skills.

Instructors are usually allowed to take passengers for rides. This was also not allowed unless it was a cohabitant of the instructor. I believe there were only 3 passengers out all weekend.

This was also the first Northeast region BMW CCA Club Race. It was apparent the racers were eager to get on track. The racer turnout for this event was at the maximum amount for this size track. The event was also designated a North American Challenge Race. This designation meant there would be 4 races. Three of the races would award 150% points and 1 at regular points.

The last first was my son. He was the only first-time student and the only student who had in-car instruction. The instructor was me, his father and cohabitant.

We still have one event on the calendar. The Shenandoah Driver School at Summit Point event, October 3-4. We will more than likely run the same lead/follow student format as the Summit Point July event.



Rooster Hall Racing Team had a successful day.

Photos By Jamie Kavalieros



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Autocross 2020

By Elihu Savad

Tentative date: Oct 11

However, **we currently are on hold for events** going forward and require our MVRCU permit from the NJ State Police, which has been on hold pending official action from the governor. Even so, we will require a stringent set of disinfection protocols from PPE to restricting events to participants only, no spectators, no ride-alongs. Basically, much fun removed, and

more personnel required before we can think of undertaking an event safely.

This would be an excellent time to make sure your car is ready and buttoned down. Please see our website for more details and how to register.

<http://www.njbmwcca.org/driving-events/autocross/>

Welcome New Members

Ahmad Amer	William Crawford	Tomer Hershko-witz	Richard Molke	Max Schwendner
Daniel Ardan	Tyler Cvecich	William Huckaby	Peter Mortimer	Irene Siu
Michael Baroud	Mary DelGrande	Melvin Jackson	Shahrez Nadeem	Michael Stone
Vincent Brnjas	Mike Dellutri	Fred Koch	Austin Norton	Zinovia Stone
Giuseppe Califano	Omar Elsebai	George Kois	Susan Omar	Robert Stone
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Xiaomu Chen	Justin Fitzgerald	David Miller	John Reed	Marc Wasserman
Lester Cheng	Jason Freeman	Kenny Molina	Benjamin Reznick	Ryan Wetenhall
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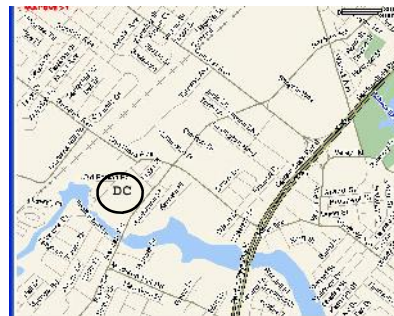
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MEMBERSHIP MEETING INFORMATION

The New Jersey Chapter's monthly membership meetings begin at 8pm and are usually held on the third Wednesday of the month at the Deutscher Club of Clark. However, special topics often result in a different date/time and/or location. Please check the website calendar for upcoming events.

MEMBERSHIP INFORMATION

Annual BMW CCA and New Jersey Chapter dues: \$48.00. New Jersey Chapter Dues and Bulletin Subscription ("dual citizenship" for primary members of other chapters): \$15.30. All membership applications, renewals and address changes can be done via the BMW CCA National website: www.bmwcca.org or can be sent to: BMW CCA National Office, 2350 Highway 101 South, Greer, SC 29651

800-878-9292 (Mastercard or Visa)

Please do not send applications, renewals and address changes to the newsletter, the PO Box or any of the club's officers; contact the National office. Members of other BMW CCA local chapters may additionally join the New Jersey Chapter. Contact the National BMW CCA office for details.

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More Show and Shine



Photo by Allison Mack



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