



New Jersey Bulletin

BMW CAR CLUB OF AMERICA
NEW JERSEY CHAPTER
Spring 2020

<http://www.njbmwcca.org>

Volume 51 Number 2

NJ Chapter—50th Anniversary Celebration

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



Photos by Allison Mack

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President's Corner



By Neil Gambony

I hope this message finds all of you and your families well. The last few months have become a difficult time physically, mentally and financially for many. How have you been spending your time? Perhaps you have been home schooling your loved ones, working remotely, finishing projects you had been putting off or just laying low hoping to emerge when the time is right.

Personally, I think I have found my biggest challenge of all the years of my being President of the New Jersey Chapter – what to report when there is very little to report. Normally I use my column to fill you in on events that may have occurred recently or events that may be coming up on the horizon. Right now we are dealing with a great amount of uncertainty. Many world events have either been canceled or postponed until a later date; it will be strange not watching the Indianapolis 500 and the Monaco Grand Prix on the Memorial Day weekend but I will be happy to see them later in the year.

We are now almost 3 months into a governmental induced shutdown caused by a pandemic of the coronavirus. I am not going to write about that, I'm sure you've heard enough about it already and are probably either no longer watching or listening to the daily news other than to hear when state and local businesses will reopen and yes, restaurants.

For their members' safety, the BMW CCA National Office has suspended all Chapters from holding any events until June 2nd. No word yet on whether they will suspend events past that date. This will depend on governmental mandates; it may even be by region. There is also no indication from our own governor as to when he will let us all get back to work. I certainly don't expect life, or business for that matter, to be the way it was for a very long time.

All we can do at this time is to prepare for when the stages of reopening happen. Currently it is difficult to plan for events when we don't know to what capacity our events can be or whether we can be indoors. Most of our events except our monthly meetings are outside so that may not be a problem, weather cooperating.

Let me start with some things I do know. The Driver School and Club Race that was scheduled for June 8-9 has been canceled. There were too many unknowns with what protocols we would have to follow to have a safe event while maintaining social distancing. There is also the possibility of the governor extending the quarantine past June. It would have been a major financial loss to the Club if we were to have proceeded with the event.

Another event that is victim of the pandemic is the Street

Survival School that was scheduled for Sunday, June 28th. We still have the September Street Survival School on the calendar; we'll know more about holding the school later in the summer.

The 50th year celebration of the New Jersey Chapter founding has been postponed until next year, 2021. There is currently no date or venue scheduled but expect it to be in the warm weather months so we can enjoy an outdoor gathering of people and cars. It just didn't make any sense to try to have it later this year; we need to return to some kind of normalcy, whatever that may be and it needs to be something that we can all enjoy.

We also have some events on the schedule for July. First up is the Biergarten at the Deutscher Club in Clark, Friday July 10th. The following weekend of July 18-19 is the 6th Annual Geoff Atkinson Memorial Driver School and Club Race at Summit Point, West Virginia. Finishing out July is an Autocross on July 26th at the TD Bank Ballpark in Bridgewater. You will be able to find more information about these events and their status on our website.

If you haven't been looking at our website the last few weeks, check it out. You will find the updated version is finally here. We are still working some of the bugs out of it but I think you will find it more user-friendly. Our goals are to be able to have more pictures, personal interest stories and after-event posts that are timely. You may find you can connect to some of our sponsors through their advertisements. Many thanks to Mark Hulbrock and Colin Vozeh for getting the "new" website done.

Last year I had mentioned buying a 2007 328Xi. I still have and love my 1988 E30 iX but wanted a car that had cup holders. As an update to the story, I had mentioned how great the seat heaters are; the other feature I like very much is the stereo volume control in the steering wheel. I have gotten so attached to it that when I push the same spot on the wheel in my work van I just end up blowing the horn. I'm also impressed with the mileage I get at keeping-up-with-traffic speed.

The main reason the previous owner wanted to sell the car was the run flat tires or the RFTs as they're known as. Unexpectedly I had to deal with this issue after several months of driving the car. The tire pressure monitor system was telling me I had leak in the right rear. Adding air would last a week or so before the system light came back on. After checking the Tiresack website for what run flats were selling for, I needed to confirm what the issue was before purchasing a tire. I removed the wheel from the car and placed it in a big vat of water. With that I found I had some good and some bad news, the good news

(Continued on Page 5)



Philes' Forum

By Vic Lucariello, Sr.

Hello, Bimmerphiles! Pursuant to a number of recent inquiries, this time out I am going to talk about brake-fluid flushing and brake bleeding. What, you say, they are the same thing? Ahhh, read on.....

The hydraulic brakes found on any modern passenger car depend upon a principle of hydrostatics that pretty much states that the pressure in a hydraulic system under static [non-flowing] conditions is the same throughout the system [given no elevation changes]. So when you step on your brake pedal and pressurize the brake fluid in the brake master cylinder to, say, 1000 psi [pounds per square inch], this same 1000 psi pressure is applied equally to each of the brake calipers via small pipes that connect the master cylinder to the calipers via the ABS module, thereby applying the 4 brakes. This might sound pretty simple, but the adoption of hydraulic brakes in the 1920s was one of the most significant advances in the development of motor vehicles. Some manufacturers, like Ford, resisted the adoption of hydraulic brakes, continuing to rely on mechanical brakes with their system of levers and linkages under the car.

An important factor in the performance of hydraulic brakes is the incompressibility of the brake fluid between the master cylinder and calipers. Most liquids are virtually incompressible, at least at room temperature, while gasses, such as air or steam, are quite compressible. Hence if you have any gas bubbles in your brake system, the result will be a "spongy", or soft, low brake pedal. Or in an extreme case, a brake pedal that goes to the floor. Depending upon where in the system the gas is, it can also cause the vehicle to veer right or left while the brakes are being applied.

How does air get into a brake system? While in rare cases, air can sneak in through a bad master-cylinder or caliper-piston seal, air mostly enters systems when a component is disconnected for repair or replacement. Regardless of how air has entered a system, the procedure known as "bleeding the brakes" is intended to remove said air.

As a side note, brake calipers are in many cases physically interchangeable side-to-side. However, if a caliper is installed on the wrong side, usually the bleeder screw is in the wrong location. This makes bleeding the brakes either extremely difficult or impossible. I have read reports that professional technicians have made this mistake.

The polyglycol-based DOT 3, DOT 4 and DOT 5.1 brake fluids found in virtually all cars today are *hygroscopic*, meaning that they have an affinity for and tend to absorb moisture. A typical DOT 4-rated brake fluid still in the can might have a boiling point of about 500 degrees Fahrenheit, while water of course boils at 212 F. As you

might expect, a mixture of the two will have a boiling point below 500 F. According to a graph in *Brake Handbook*, by Fred Puhn [HP Books, 1985], a typical brake fluid will boil at only about 350 F after it has been contaminated by only 1% water. According to another graph in this same book, this 100 F reduction in boiling point will occur before the brake fluid has been in service for 6 months. My own brake-fluid-boiling-point data, collected for more than a decade now, suggests that a 100 F drop in boiling point in only 6 months would be quite unusual. In fact, I have never seen new fluid degrade that much in 6 months.

How does this moisture get into the brake fluid? Mainly through the vent in the master-cylinder-reservoir cap. [Some cars have a "rubber" diaphragm under the cap to minimize contact of the brake fluid with air.] Some say that a lesser amount gains entry through the brake hoses via osmosis. Regardless of its point of entry or method of entry, moisture does infuse the brake fluid, and this is a bad thing.

Although water in the brake fluid foments corrosion of ferrous components in the brake system, for performance driving [or driving in hilly terrain] the boiling-point suppression is by far the more diabolic villain. When the brakes get hot enough to exceed the boiling point of the brake fluid, gas pockets begin to form in the calipers and brake lines. Remember: gas is compressible. Although you might get a warning in the form of a "spongy" brake pedal, in some cases the driver's first inkling that something is wrong is that the brake pedal goes to the floor! Then, assuming you don't crash in the interim, after the brakes cool and the gasses condense back into liquid, the brake pedal is magically restored - until the next time the brakes get hot.....

Obviously, the only way to keep your brake fluid at or near its rated boiling point is to flush out frequently the old fluid and replace it with new, quality fluid from a sealed container.

So there you have the difference: Brake bleeding is intended to remove entrained air from the brake system while brake-fluid flushing is intended to replace contaminated fluid with new fluid. In many cases, such as the replacement of a caliper or brake hose, the brake-bleeding procedure only involves expelling a few CCs of fluid from one caliper - just enough to get the air out. Proper fluid flushing, on the other hand, will require putting at least a liter of new fluid through the system; and of course opening up all the bleeder screws. So, as part of your driver-school-car-prep regimen or normal brake maintenance, you need to flush out the brake fluid,

(Continued on Page 5)

Philes' Forum (continued)

(Continued from Page 4)

not merely “bleed the brakes”. Some shops, if you bring in the car and ask them to “bleed the brakes”, will do just that: bleed the brakes. The fact that you are not getting a fluid flush won’t be their fault, either.

If you have a shop do your brake-fluid flushing, I recommend that you bring the brake fluid of your choice in an unopened 1-liter container and tell them you want the entire contents put through the system. A labor charge of 45 minutes to an hour is appropriate.

What methods are available for flushing fluid and bleeding brakes? I’m glad you asked. More on this next time!

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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Photo provided by Allison Mack

President's Corner (continued)

(Continued from Page 3)

was the tire was okay, the bad news was the rim was the problem. There was a crack on the inside of the rim that was not visible until after seeing air bubbles coming out of it in the water.

I contacted another member with a similar vehicle for advice and it was conclusive that eBay and Craigslist were the way to go. I watched a set of 4 very, very low mileage Bridgestone RFTs mounted on the same style rim I had for a week on Craigslist and realized the owner was anxious to sell since he had lowered the price when I had checked on Saturday morning. After making contact with the seller, I had negotiated a counteroffer which was accepted. The downside of the deal was they were located about 2 hours away in South Jersey but it was a trip well worth taking. For a little over what 2 tires would

have cost from the Tirerack I now had a set of rims that were in much nicer shape than the ones that came with the car along with tires that had low mileage. Eventually when I find another rim I will have a set of tires that I can use for autocrossing.

To those of you who are essential workers and first line responders, I would like to express my gratitude and say thank you for you have been doing the last several months. I look forward to when we can all be together with minimal restrictions.

Stay Safe.

Neil Gambony

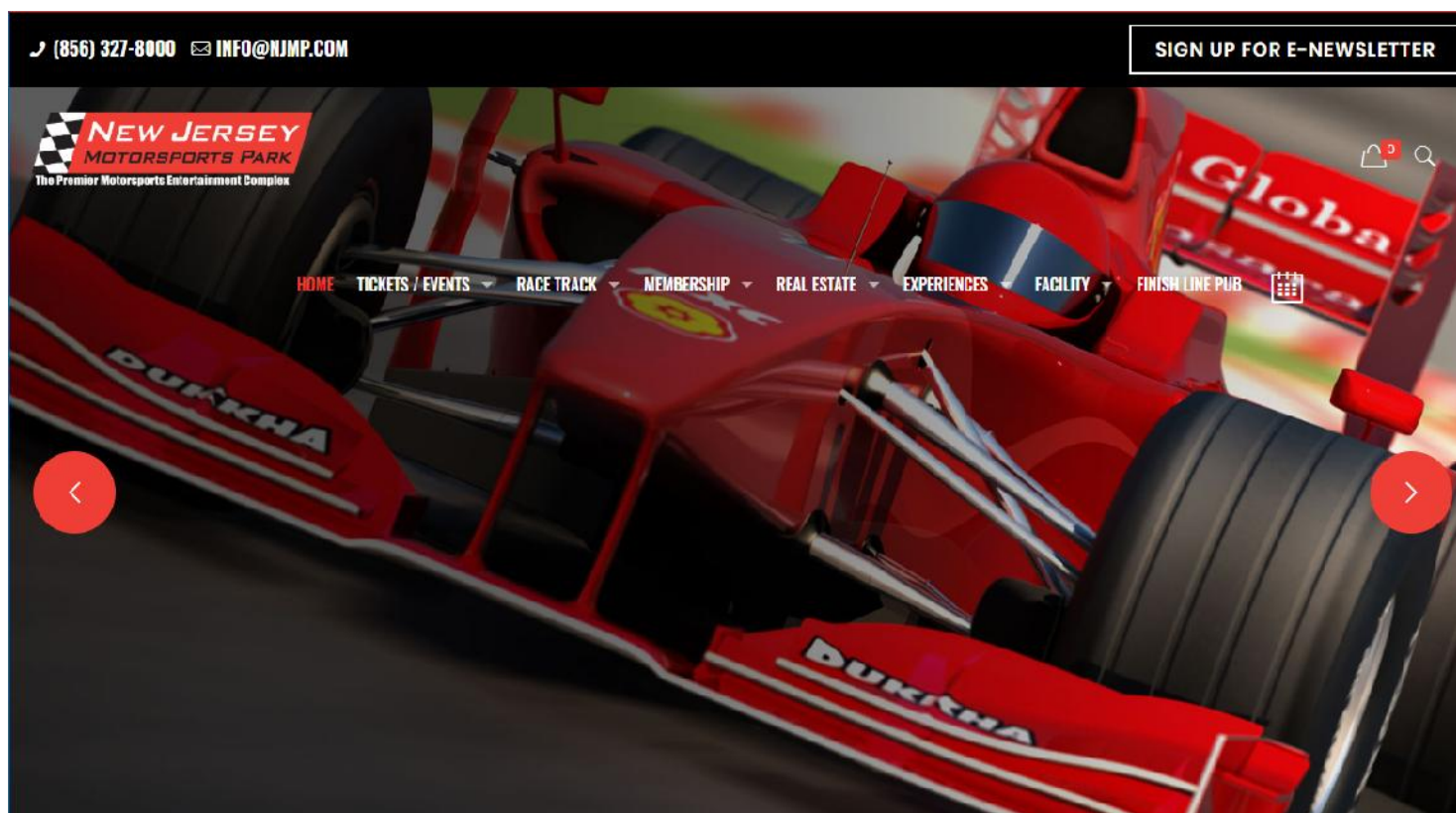
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Initial Ramblings

By JT Burkard

The E21 Movement

The following is an expanded article I did for the Spring 2020 edition of Ultimate Classic, the quarterly newsletter for the BMW Classic Car Club of America. For me this was just another step closer to achieving a childhood dream of getting something I wrote published in a national magazine. I do not have a journalism degree or even took any kind of classes but yet here I am, typing away at 11:16 pm before our deadline. My column in our Chapter's newsletter has always been very fulfilling and I appreciate all of you who take the time to email me or come up to me at an event or meeting to say how much you enjoy what I write. It validates that my ramblings have some value. I have immense appreciation for those who do this for a living. Now, enough of this, onto the article.

In the car world, there are vehicles that slip under the radar for years. Cars that only the most dedicated enthusiast are aware of. Perhaps you can describe them as the neglected middle child. BMW has one of those cars, the E21. This is a forgotten gem and the sleeper of collectable BMW's. It's perhaps the Bimmer that has been the most overlooked model. It's the first to carry a 3-Series badge. It is nestled between the classic and ever popular 2002 and the leader of the vintage 3 series lust factor, the E30. Yet the E21 has had little interest, until now.

For those who are unaware, this car was built from 1975-1983, but first available in the US in 1977. We will focus on the US versions. Built during the second gas crisis, these sports sedans were fun, nimble and efficient for the time. The first years 1977-1979 were 2.0L M10 overhead cam, hemi-head 4-cylinder motors equipped with Bosch K-Jetronic Injection and 4-Speed transmissions, or an optional 3 speed automatic. The 1980-1983 versions were powered by a 1.8L M10 4-cylinder and followed by a Getrag 5-Speed or optional automatic. The later versions were also available as an S model equipped with Recaro Seats, front air dam, rear spoiler, cross hatch wheels, and larger anti sway bars front and rear. When compared to today's basic BMW's, they are antiquated, but to the enthusiast, it provides a raw, direct and connected feeling to the road. With manual everything, this is a sports sedan in primitive form. I always say the E21 doesn't do everything right, but doesn't do anything wrong.

I have been an E21 owner for 18 years now, a 1977 320i. It was my first BMW I owned. My uncle always said his favorite BMW he had was his Alpinweiss 1983 320i. When my wife Sandy spotted ours for sale, I remembered this so I had to see it. I spoked to the seller, loaded up my trailer, withdrew cash from the bank, and headed out to buy it. I was so focused on negotiating of the deal I almost walked away from this car, all over \$100. When I got into my

truck, Sandy said what happened? I told her we were at a stalemate and I wasn't giving in. It must be my stubborn German heritage. My wife then said "Are you going to really lose the car over \$100? Is it worth it?" Rationale won over my need win the battle and I grabbed the seller before he left - Always listen to the wife. In the end, we all won.

Since then I have had an additional 4 other E21's, as well as 11 other models of BMW's. Still, the E21, and my original 320i are my favorite. When I had first bought mine, you can purchase a nice one needing very little work for \$2,000-3,000. In the last couple years, interest in the E21 has seen an increase in popularity. I've noticed Millennials are discovering this little gem. As a result there has been an uptick in their value. Maybe this new generation isn't all that bad? I performed a search of previous sales on Bring a Trailer. The average selling price has been between \$5,000 and \$15,000 with an astounding price being achieved in June or 2019 for a clean 320i of \$25,500. The ultimate E21, a drool worthy 1979 BMW Alpina B6 2.8L, sold for \$80,000 on September 28, 2018. This has to be a world record sale for any street legal E21. But for those who don't have that kind of cash in your Bitcoin account and can do some wrenching yourself, you can still find project cars out there from \$1,000-3,000 depending on the needs of the vehicle.

Parts can be a little scarce depending on what you need. Tune up kits and such are readily available, but some stuff is not, like original trunk lid weather stripping. BMW Classic division was still producing a large array of E21 parts, but some have gone No-Longer-Available. Those seeking original used can search eBay or E21 groups, just have patience. I have a small stock pile of parts I acquired from a fellow CCA member as well as parts cars I've picked up over the years. The more popular items have already been sold but I still have interior, fuel related, and body parts available. If you need anything, feel free to contact me at my email below.

In 2002, when I bought my 320i, I knew nothing about these cars. I searched the web for information and found Bimmerforums had an E21 section. I joined, participated and absorbed as much as I could. There are a lot of helpful enthusiasts on there. Another informative site that was dedicated to these cars was bmw320i.com. This was a treasure trove of technical info and repair tips. Unfortunately that site is no longer around. I started to add a lot of that info on my own website but after changing servers, I haven't done any work to restore these pages yet. Some of you may remember back from 2003-2007 I held E21 gatherings where owners from around the northeast would congregate, swap stories, show their cars and have

(Continued on Page 11)

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Where was the squeak coming from?

Photo by Mark Hulbrook

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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 calendar of upcoming events (or the Club's website).

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, 640 South Main Street, Suite 201, Greenville, SC 29601

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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.

Initial Ramblings (Continued from Page 8)

a bite to eat together. It was a lot of fun but in 2008 I was getting married the same month I usually held them. Unfortunately for the E21 gang, my nuptials took priority. I've recently considered resurrecting the gatherings but the pandemic has put an indefinite hold it, at least for this year.

As with any obscure but devoted group of enthusiasts, clubs will form. In the mid 2000's a group called the E21 Legion came to be. I have no idea what my membership number is but I know it was only 3 digits I think in the 200 or 500 realm. There's probably several thousand now and I am happy to say the Legion is still going strong today. You can find them on Facebook and Instagram. The most recent and significant advancement for the original 3-Series owners is the formation of a BMW CCA sanctioned

SIG (Special Interest Group) called E21 Sharknose Register run by Joel Palmer. You can also find it on Facebook and Instagram under the name e21 CCA. With the CCA sanctioned group, this solidifies the strong resurgence in the interest in E21's and it will continue to grow. I am proud to be one of the pioneers of this chassis blazing a way to a new frontier. And to think I was going to lose all of this fun over \$100?

The Movement is on. Are you in?

JT Burkard

jtburkard.blogspot.com

Send comments and suggestions to:

jtburkard@comcast.net

Photos by Allison Mack



Autocross 2020 By Elihu Savad

Our tentative schedule at the TD Bank ballpark:

July 26

Aug 9

Aug 30

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/>

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Photo by Allison Mack



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