



# New Jersey Bulletin

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## Shenandoah 2011



**The Karussel**

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# The Cone Catcher



by Larry Engel

We moved Elizabeth into her Manhattan apartment last week, and the new X3 was called to duty as a moving van. Prior to this past May, we had done without a traditional cargo hauler for about a year and a half. It was weird. I felt like I should avoid home centers and garden centers for fear of wanting to buy something I couldn't bring home.

It was terrible. Every time I went to the town conservation center to drop off garden clippings I felt the amused stare of my fellow residents as I unloaded the two bag maximum capacity of the Mini Cooper S Coupe (and that's with the rear seat down!) Don't misunderstand – the Mini has a cherished place in the fleet. It's the car that helps keep Karin young and cool, and it's my choice as the correct weapon to use when we drive into the City. The only problem is the danged run flats. They really alert you to their presence when you're driving across town on 30th Street. Have you driven on 30th Street lately? Cobblestones – no, boulders would be a smoother surface. I'm looking forward to installing the snow tires in November. They're not run flats and they really improve the ride. I'll be replacing the OEM tires with non-run flats when the time comes. I've already purchased an M Mobility Kit to get by in case of a flat.

While I love the Mini for urban combat with yellow cabs, the new X3 is proving to be a fantastic cargo hauler and long distance cruiser. When we moved Elizabeth into the city, we staged her stuff in the living room. Karin wasn't optimistic that we'd get it all into the car, but the SAV just kept swallowing boxes, suitcases, and various other stuff – like mirrors, chairs, and random house wares.

We've had a Thule cargo box for years, and I bought the cross bars for the X3's roof rails. They're a big improvement over the units on the old E83, which required the use of a hex key to lock them down. The F25's cross bars use an adjustable and foldable handle that you rotate to tighten and then fold over to move a cam that locks the bar snugly to the rail. Between the Thule and the back of the X3, we were able to get all of Elizabeth's necessities into Manhattan. The biggest challenge turned out to be finding a parking space close enough to her Kips Bay building so we could unload and get the stuff up to her apartment without having to travel a route as long as the Macys Thanksgiving Day parade. We lucked out and found a spot on the next block. The move was mostly uneventful.

Since the new X3's first cargo carrying test, I've been thinking about the whole station wagon versus sport utility (activity) vehicle debate. I've always thought of myself as a wagon man, but I've only owned one. It was a 1988 Peugeot SW-8. It was a very comfortable, fun to drive car. The five-speed stick was smooth and well matched to the engine. It had eight seats, all facing forward. It also had more electrical gremlins than any car I've ever owned. I loved it right up to the point in time that the 3 year warranty expired, Peugeot pulled out of the U. S. market, and the climate control malfunctioned for the umpteenth time all in the same month!

When I realized continuing ownership of a Peugeot was going to be a frustrating and expensive experience, I convinced Karin that we should get a Ford Explorer. We lived in a fairly rural part of Eastern Pennsylvania at the time, and I thought four-wheel drive might come in handy. Karin didn't want a "truck", but she was surprised how car-like the Explorer was. Ours' was a mid-level XLT model, and it had a five speed stick. (Yes!!!!!!) We enjoyed it for 6 years. Its major fault was the tendency to lock up the rears and get real sloppy under moderate braking, despite what was supposed to be rear ABS. (Beware the combination of high Center of Gravity, soft springs, and a light rear-end! This is why I don't recommend most SUVs for young drivers. Some of them are almost uncontrollable in emergency situations. Parents, please take note!)

As the family kept growing and carpooling became part of our life, we realized that the five seat Explorer wasn't going to cut it. We sold it and leased the then new Dodge Durango. We bought the dealer's demo model and took delivery a few days before the official release. It was Chili Pepper Red, and was the first vehicle we ever had with a V-8. For the first few months we owned it, we caused a stir wherever we went. "Cool. What's that? How do you like it?" The V-8 had the proper snort and rumble. I really liked it. It fed my ego, too.

As the lease was expiring on the Durango, Acura was introducing the new MDX. I decided this would be our next family car. I was looking forward to something a little more civilized than the Durango, and the MDX seemed to fit the bill. It had the required seven seats. We actually leased two of them, a '01 and a '04. I never fell in love with them. Although they seemed tight and solid when new, they loosened up fairly quickly and got a little harsh over the three-year lease. It felt like the shocks and suspension bushings were wearing noticeably. They weren't very quiet, and both of them had a few squeaks and rattles. They were reliable, but I was never impressed with the build quality. Service was more expensive than any car I've owned.

When the lease on the second MDX was about to expire, we drove a new one (the first of the current body style) and started the negotiation. They wouldn't budge on the very high lease rate, so we walked away. On the way home, we decided to stop by JMK to look at the SAVs. The X5 was a little beyond our budget, but we drove an X3. We hadn't considered downsizing, but we realized our carpooling days were mostly over, and the X3 was so much more appealing in the way it drove. BMW was also offering killer lease deals. We went for it. We never missed the bigger car.

The new F25 is a little bigger, but gets better mileage, too. We've seen 27+ mpg on trips. I imagine it will get a little better as it breaks in. The SUV is my generation's station wagon. It hauls stuff and doubles as a comfortable family cruiser. I'd probably buy a wagon instead if they offered one with a little more cargo room, particularly in terms of the height of the cargo area. Most modern wagons won't accept my small snow blower, even with the handle folded. This is the acid test for me. In the meantime, I'm happy to drive an SAV with plenty of the attributes that make BMWs what they are – efficiency, comfort, and great handling cars.

While I applaud BMW's attempt to bridge the gap between wagon and SUV with their 5 Series GT, I think they missed the aesthetic mark. The concept is great – it just needs a little work. I'll be interested to see how Audi does with the A7. It's a fantastic looking car, but I think Audi needs to lower the price by ten or fifteen grand to make it a hit. A car like this will appeal to young families. They need to price them so more young families can afford them.

Until BMW builds the perfect car, I'm happy that I can have some fun driving a car that also serves as the family beast of burden as long as I can keep a purer performance car around to feed my need. I'm thankful that my car situation is in pretty good balance right now. The only thing better would be a car that sounds, goes, and handles like the M3, and has the cargo carrying capability of the X3. Wait a minute – forget about that. Personally, I don't feel the need for the X3M. I just can't picture it on a racetrack.

Until next month, keep the cones standing!







# Philes' Forum

by Vic Lucariello

Hello, Bimmerphiles! This month we are finishing up our 3-part discussion of brake bleeding and brake-fluid flushing.

If perchance you fail the NJMVC emissions inspection, I would very much like to receive a copy of the inspection report. You can either mail a photocopy of your report (preferred), or simply email the test data. (Include your name, too, if you want to be famous and be mentioned in *Philes' Forum!*) Please include both the test results for each pollutant along with your exact model (e.g., 328i, not 3-Series) and year, transmission type, and mileage. If you know at what mileages your oxygen sensors and spark plugs were last replaced, include that as well. For OBDII failures, please include the trouble codes. Please indicate what, if any, modifications have been made to your motor (aftermarket "chip" or software, intake, exhaust, etc.).

Last time out in *Philes' Forum*, in the second installment of this series, we covered vacuum-bleeding/flushing of hydraulic brake systems along with two methods of pressure bleeding/flushing: gravity and that ol' standby, Pump-The-Pedal. In the first installment, we talked about the difference between brake bleeding and brake-fluid flushing and the objectives of each procedure. We left external-pressure bleeding/flushing for this month.

There are two main types of external-pressure bleeding/flushing: conventional and "reverse". In conventional external-pressure bleeding/flushing, brake fluid under pressure is supplied to the master-cylinder reservoir. This is typically accomplished with a specialty device such as supplied by Motive Products, (See Photo #1), which has a special adapter that connects the master-cylinder reservoir in place of its regular cap. K-D Tools and Mityvac offer alternatives.

Before we go any further with external-pressure bleeding/flushing, let me strongly suggest that you use a reservoir-cap adapter specifically designed for BMWs (or whichever car you are working on). I have had very poor results using so-called "universal" adapters. What I mean by "poor results" is that I got more brake fluid on the floor than I did into the brake system! Motive Products' "European Bleeder 0100", intended for the DIY set as well as repair shops, comes with a specific adapter for BMW brake-fluid reservoirs. The Power Probe Company, in addition to making a high-end brake bleeder/flusher, makes some really trick (they really are works of art) aluminum adapters that they sell separately. I have specific Power Probe adapters for all our vehicles, including our Dodge pickup.

Motive Products' bleeder/flusher, along with others of this type, resembles a hand-pump-type garden sprayer. After filling the Motive with the brake fluid of your choice, you connect it to your already-full master-cylinder reservoir and pump up the Motive to about 20 psi (pounds per square inch) pressure. More pressure than this can adversely affect the "plastic" master-cylinder reservoir.

Once the Motive is filled, connected, and pumped up, take your catch bottle and, after connecting it to the right-rear caliper-bleeder screw with the appropriate tubing (I use clear, Nylon tubing.), crack open the bleeder screw and withdraw at least 250 milliliters (about a half-pint) of brake fluid

before going on to the next bleeder screw. On rear- and all-wheel-drive BMWs, I use the sequence of right-rear, left-rear, right-front, left-front. On front-drive BMWs such as the Mini, I use the sequence RR-LF-LR-RF. (Can anyone tell me why the difference?) When you are done withdrawing about a liter of fluid, double check the amount of fluid remaining in the pressure tank, then do your clutch slave cylinder if your car has a manual transmission.

Detractors of external-pressure bleeding/flushing suggest that it is not good to have your new, fresh brake fluid in contact with pressurized atmospheric air (Remember: atmospheric air contains moisture, and brake fluid is hygroscopic.). If this concerns you, there are higher-end brake bleeders/flushers that do not pressurize the fluid directly with air. These bleeders/flushers use either a diaphragm to separate the pressurizing air from the fluid or they (eg: Power Probe) use a motor-driven pump to pressurize the fluid directly.

Other detractors maintain that some pressure bleeders are wasteful because there remains in the bottom of the tank some brake fluid that should be discarded. If you are using one of the "boutique" (expensive) brake fluids, this can certainly be a consideration, depending upon the design of the bleeder/flusher you are using. I use a home-made, 1-quart pressure bleeder that I pressurize with shop air. I designed the bleeder to use virtually all the brake fluid that is put in it, so wasted fluid is of no concern to me.

That brings us, finally (Whew!), to "reverse" bleeding, which I have only used as a last resort when all the aforementioned methods have failed to remove air trapped in the brake or clutch (usually it's the clutch) hydraulics. In reverse bleeding, pressurized CLEAN brake fluid is pumped into the calipers via the bleeder screws, and the fluid flows in the reverse direction, from the calipers (or clutch-slave cylinder) back up to the master cylinder, thence out of the top of the brake-fluid reservoir (AND onto the floor if you don't remember to remove sufficient fluid from the reservoir!). A Phoenix Injector hand pump works very well for this procedure. Photo #2 depicts the Phoenix set up for reverse bleeding. The CLEAN bottle on the left contains fresh brake fluid, which the Phoenix will pump into the brake caliper (not shown). If the Phoenix has been previously used for vacuum bleeding, be sure to pump some clean brake fluid through it to ensure the unit and its connecting hoses are purged of old fluid and any air.



Although reverse bleeding can sometimes dislodge air that has resisted all other efforts, a danger of reverse bleeding is that any crud in the calipers or brake lines will be pushed back up, through the ABS/DSC (Antilock Braking System/Dynamic Stability Control) hydraulic unit, into the master cylinder along with the air bubbles you are trying so desperately to remove. So Rule One of reverse bleeding is to ensure that as much as possible of said crud has been removed from the system via conventional bleeding/flushing prior to trying reverse bleeding. Rule Two of reverse bleeding is to ensure the Phoenix and its connecting tubing are completely purged of air prior to being connecting to a caliper.

Speaking of ABS/DSC, inveterate *Philes' Forum* correspondent Art Neufeld posed the following question after reading the first two parts of this series: (Continued on Page 9)

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# Driver School - Shenandoah report

After the back-to-back poundings from Irene and Lee many of our members were singing along with Tucker Carr's song "Flood waters rising...Flood waters leave me be". As the weather broke and safe travel routes were plotted, 43 students and 27 instructors made their way to the Shenandoah Circuit at Summit Point Raceway for our Sep 10-11 driver school.

Our Shenandoah event is settling into a pattern that is great for participants. Each of the three student run groups is relatively small yielding ample open track time during the weekend. This provides a more relaxed atmosphere for the students so that they can concentrate on mastering this complex track. At 2+ miles in length but with 20 turns, each of which is different, you are busy behind the wheel. The late Bill Scott, the original owner of Summit Point and the designer of the tracks there, was a racer who liked to challenge drivers. Shenandoah contains corners from different tracks around the world that Bill brought together in a truly unique layout. From the 20 degree banked turn of the Karussel, the rising Karussel Esses, the hard right hand off-camber Corkscrew turn and the diving blind left hand turn of The Hook, among others, this track demands constant attention. As we say every year, if you are serious about improving your skill as a driver then you must experience this track.

Beyond the time on the track, students had skid pad sessions on both Saturday and Sunday. Spending time on a skid pad is one of the best uses of a student's time there is. Learning to feel how the balance of your car changes as you experience understeer, oversteer and in the moment before it loses grip and then understanding what to do and what not to do to correct the skid can truly help you in normal driving in wet or snowy conditions. Our skid pad instructors (Gordon Wilson, Dan March, David Ortiz and Yani Avrahami) were tireless and we owe them a tremendous thanks.

Joining us as our classroom instructor was Gerry Chan. Gerry brings both a depth of knowledge and enthusiasm to our classrooms that always stimulates student participation and learning. He also did double duty by

holding a track walk on Saturday. This is another terrific learning tool to be able to stand at specific points on the track and understand where to place your car and why for both a fast and stable line through each turn. In summary, Shenandoah provides more opportunities for learning than any other event we hold. For those of you who have not yet come to Shenandoah, you owe it to yourself to put it on the calendar for next season.

So now we come to our final event of the season and what has become a new tradition: our Introduction to the Track school. As in the past two years, the school will be held on the Lightning Raceway at New Jersey Motorsports Park. Due to the tremendous turnout the past two years, we have expanded the event to two days: Sunday and Monday October 16-17. If you are a first-time student who wants to give the track a try but can't take the Monday off work, you can now come down just for Sunday! Similarly, first-time students can sign up for Monday only or jump in with both feet and come for both days. The unique aspects of this event are that we have separate exercises, run group and classroom sessions for those students who have never been to the track. We have kept the registration fee low for new students and so all your excuses for not yet attending a driver school are gone. Time to come out and experience for yourself the fun we all have. We still have run groups for experienced students and you track junkies now have the ability to close out the season with two days on a terrific track. The event is filling quickly so don't delay – register NOW! If there is sufficient interest, we will also try to arrange a banquet of some sort at the track on Sunday night. Registration and more complete event descriptions are on the Web at Motorsportreg.com, follow the link from the chapter's homepage.

We'll see you at the track!

-Jeff White

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## New Jersey Chapter BMW CCA Board Meeting Minutes

New Jersey Chapter of the BMW CCA Board Meeting  
August 17, 2011

Board members present: Larry Engel, Doug Feigel, Ross Karlin, Mark Mallory, Jeff White, Dave Allaway, Al Drugos, Deb Kolar. Board members absent: Paul Ngai, Colin Vozeh, Jamie Kavalieros, Jerry Faber. Others present: Neil Gambony, Brian Morgan, Elihu Savad, Ron Acher.

### President

Larry Engel called the meeting to order at 7:30 PM at Alfonso's in Somerville. Jeff White moved to waive the reading of the July minutes and Mark Mallory seconded (carried unanimously). Larry reported on the small but good turnout for the BMW corral for the NJMP Grand-Am event, given the short notice. Paddock talks were provided for club members by Will Turner (Turner Motorsports team) and James Clay (BimmerWorld team). Larry is attempting to follow-up with Steve Schlossman regarding the O'Fest Driver School but has received no update. It was noted that the Driving Events Committee has forwarded a list of points requiring clarification to National. John Sullivan has asked us to help promote a NY Chapter event at Pindar Vineyards on 9/18, and we agreed to post on our website.

### Vice President

On Paul Ngai's behalf, Larry reported that the September meeting will be at Deutscher Club of Clark on 9/21, with guest Stable Energies. Jeff White will also be a speaker. The October meeting will be at Flemington BMW on 10/19. It was noted that time and agenda need to be worked out well in advance. The January or February meeting will be at Unique Photo, with Klaus Schnitzer as presenter. Larry also noted that a tentative and informal golf outing is being planned for 9/17 at Minebrook Golf Club in Hackettstown.

### Treasurer

Mark Mallory distributed the income & expense report and balance sheets. He reported that we are still 'above water', with a year-to-date net profit of \$4,777. An invoice has been sent to High Point Insurance. The TireRack Teen Survival School (TSS) deposit refund and reimbursement have been received. There was a discussion of Race Steward reimbursement, and Mark will follow up with National to ensure that we receive a full accounting.

### Social Events

Al Drugos inquired as to whether the TD Bank Ballpark event question was online. Deb Kolar confirmed that it was, and that there had been minimal response. Al will continue with this event on an informal basis.

### Newsletter

Jerry Faber sent a reminder, via Larry, that the September deadline is now, and photos are needed.

### Website

It was noted that the website still lists the 2010 officers. Deb Kolar will ask Colin to correct this.

### Business Manager

Doug Feigel reported that Flemington BMW is now a paid sponsor.

### Driver Schools / Club Race

Jeff White asked whether we had received payment from BMW of Bloomfield, and Mark will check. Jeff reported that Summit Point was full with 62 students, 40+ instructors and 37 racers, more than in recent years. The event was a financial success, with a projected profit of \$4,000. The Shenandoah event is currently half-full, with one month to go.

### Autocross

Elihu Savad reported that the August 7th autocross was cancelled due to threatening weather which did not materialize. The event has been rescheduled to August 28th. At this point, there are no available lot dates for TSS, so a second TSS this year is very unlikely. Doug reported that 10 new autocross cones have been purchased.

### Membership

Neil Gambony reported that the info from National is late due to their database conversion.

### Networking

Deb Kolar reported that we are up to 100 members on Facebook. It was also noted that Bimmer Forums is very active. Larry noted that the one-page intro letter is available in the forms section of the website. Brochures are available from National, on a limited basis. There was a discussion of dealer promotion of BMW CCA.

### Old Business

It was asked whether Vic Lucariello had acquired the brake tester authorized at the July meeting. Ross asked about the contribution authorized at the June meeting, and Mark reported that it has not yet been sent. Doug reported that he needs help with the trailer registration corporate documentation, and Mark agreed to assist with this.

### New Business

The next board meeting was set for September 14th at Alfonso's. Ross motioned to adjourn at 8:35 PM and Jeff seconded (carried unanimously).

Respectfully submitted,  
David Allaway, Secretary





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## Finish Lines by Thom Rossi

No, my race car build is not done yet. I know the end of the season is approaching. Moreover, the one-year anniversary of the start of my project has come and gone. I've kept a pretty comprehensive photo diary of the build. The first photograph of the donor car is dated August 27th. That's the day I picked it up and brought it to Geoff's garage where it waited until mid-November before I could bring it home to my shop and start stripping it.

It's still my hope to get the car out on the track in what remains of the season. My timing will dictate how far south I have to travel to make it happen. Drastic measures are required, however, if I am to have any hope of making this happen. That's why I asked Geoff to bring the car back to his garage and give it a final push across the finish line, so to speak.

A few photos of the car on the last day I was able to work on it, September 12, are included. Oh, I know. You probably want to see color photos, but sorry. That's not going to happen until I bring her out for her grand debut.

The car was taken away while I was out on a business trip. So I returned home to an "empty nest". That's happening around my house a lot lately. Our youngest, little Miss R., started college a few weeks ago.

As the time draws near for me to take her out on the track for her maiden voyage, one thing is obvious to me. This is a lot of car, and even though I'm an experienced high performance driver, instructor and racer, I know I will have to take some time developing my skills to get the most out of this car. Which brings me to the real point of my column this month.

You don't have to own a race car to be in possession of a machine that has way more capability than the driver. The core of instructors who make our schools possible, including me, are acutely aware that some of the cars being delivered from BMW for street use are practically race cars right out of the box. This became particularly noticeable with the advent of the E46 M3, and the game has only gotten faster since then. Many students come to our events as relatively inexperienced drivers, buckled in to these very fast machines.

BMW has done its level best to keep drivers safe from themselves in these ultra fast and capable machines by developing increasingly sophisticated electronic driving aids. This allows drivers to make a lot of small errors at high speeds and still be kept safe. That is a much different situation than most of the advanced students and instructors grew up with. Most of us started out with E30 or E36 3-series cars from the 1980s and early to mid 90's. Aside from being much lower in horsepower, the electronic safety features of these cars were either non-existent or minimally invasive and easily turned off. Even these cars had capabilities far in excess of novice drivers. The difference is that their characteristics allowed a driver to slowly grow into the car, and get the needed driver feedback to develop an understanding of when the limits were being approached and exceeded. Their relatively lower speeds also allowed us to develop the skills to correct our mistakes as they happened. Most of these cars are considered "momentum" cars. That encouraged us to be extremely diligent about smooth and consistent inputs and optimizing the line for safety and speed.

The newer cars pose a dilemma to both drivers and instructors. Because they are so advanced and have on-demand acceleration, they tend to mask the small errors that create unstable traction and lost speed. They do not afford the novice driver adequate opportunity to learn from small mistakes before getting into very deep tapioaca. All of this became very apparent at a recent high performance driving event held by our club. A student in an extensively modified E46 M3 lost control of his car, totaling it, and injuring his instructor. Bad day for everybody and not what any of us want to see happen.

I certainly don't mean in any way to discourage owners of newer cars from coming to the track and learning how to drive them: quite the opposite. My intention is to raise awareness, especially for newer drivers. Driving skills must be developed over time. The electronic brains built into our cars can only take us so far. There is no substitute for human intelligence and finely honed skills when it comes to car control. It is very important to be able to understand our own skill levels and limits and not be confused by the fact that our cars can mask some of our shortcomings. By the time we exceed

the ability of our modern cars to make up for our mistakes, it is usually too late to do anything about it. That is doubly true of heavily modified cars, with even higher limits and lower levels of forgiveness. As in most high performance human activities, track driving should be approached without fear but with a healthy respect for your equipment and instructor and a dose of humility sufficient to recognize that we are all there to learn.

Here are some recommendations for students participating or thinking about joining our events.

Do it!

Take your time in buying modifications to enhance the car's performance. As a general rule of thumb: novice – no mods; intermediate – tires/brakes; advanced – mod slowly to advance your limits as you encounter them. Approach your limits slowly. Use the skid pad when available to learn how to correct over and under steer in low speed, low traction conditions. If you can afford it, at some point you may consider getting an older track car. An E30 is a great learning car. The best advice I ever took was from Bob Conway who strongly encouraged me to get an E30 to really learn how to drive. Boy was he ever right.

Remember that our schools are intended to build driving skills. It's not about being the fastest guy in your run group. It's about being the best driver you can be.

As our former Chief Instructor, Blake Smith, was often heard to say: anybody can drive a fast car, but it takes skill to drive a slow car fast. Come to the track to learn the skill.

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## Philes' Forum

(Continued from Page 4)

"I used to see strong recommendations not to self-bleed cars with (ABS/DSC). Are you going to discuss this, and how to do it effectively?"

The ABS/DSC hydraulic (ABS) unit is generally plumbed into the brake system between the master cylinder and brake calipers. So, any air that is in either the master cylinder (Perhaps because it was changed,) or the lines connecting the master to the ABS will have to pass through the ABS in order to be purged out through the calipers if conventional bleeding is being used. Generally speaking, this is not a problem. When the ignition is off, the ABS internals are isolated from the rest of the brake hydraulics, so an air bubble can pretty much pass through the ABS without getting stuck there. Of course, the sometimes serpentine brake-tubing arrangement surrounding the ABS can tend to trap air bubbles, but the ABS itself is not usually the problem.

I think that some folks have gotten into trouble when bleeding ABS-equipped cars by turning on the ignition while the bleeding is being done. This can cause the ABS to ingest some air. Once this occurs, it may require a scan tool to operate the ABS and expel the air.

In the majority of cases where the brakes need bleeding, it is because a caliper or hose has been changed. So provided that the system is not allowed to drain out while the caliper/hose is being replaced, air upstream of the ABS is not an issue. In the case of a fluid flush there should be no air in the system to worry about.

So, Bimmerphiles, that brings us to the conclusion of this series on brake bleeding and brake-fluid flushing. I hope you have found it to be informative. If you have any questions or comments, please do not hesitate to email me.

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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# NJ Chapter Calendar

## October 2011

October 19th

Monthly meeting at Flemington BMW. 6pm.

October 23rd

Last Autocross of season. TD Bank Ball Park, Bridgewater.

## November-December 2011

November 20th

Whack Your Turkey Rally

Check website for details.

December 6th

Monthly meeting at Deutscher Club. Annual election and Pinewood Derby Race. 7:30pm.

## January 2012

TBD

Monthly meeting to be determined. Happy New Year!

# 2012 Board Elections

The election of 2012 NJ Chapter Board members will be held Tuesday December 6th at the Deutscher Club of Clark.

Nominations are being accepted for club officers for the upcoming elections. Nominees should be sent to Dave Allaway and nominees are encouraged to attend upcoming board meetings. Nominations will close on November 1st, 2011. David's email address is: david@allaway.us

We are anticipating a good turnout for the elections and Pinewood Derby, but a minimum number of attendees is required; your participation and support is appreciated. Thanks, and see you there!

Dave Allaway, Secretary

## Driver School Schedule

- October 16-17 NJMP Lightning, Intro School

## Driver School Registration on Motorsportreg.com

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Chief Instructor

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Member  
Member

Neil Gambony  
Warren Brown  
Blake Smith

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2nd Asst Scrub  
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### MEMBERSHIP MEETING INFORMATION and LOCATION

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 force a different date; please check the calendar of upcoming events (or the website) carefully.

### MEMBERSHIP INFORMATION

All membership applications, renewals and address changes can be done via the BMW CCA National website: [www.bmwcca.org](http://www.bmwcca.org) or can be sent to: BMW CCA National Office, 640 South Main Street, Suite 201, Greenville, SC 29601  
800-878-9292 (Mastercard or Visa)

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.

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 NJ Chapter. Contact the National BMW CCA Office for details.

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