

MOTORSPORT

REPORT

BMW Car Club
of America
Rocky Mountain Chapter



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Rocky Mountain Chapter BMW CCA
WINTER 2017



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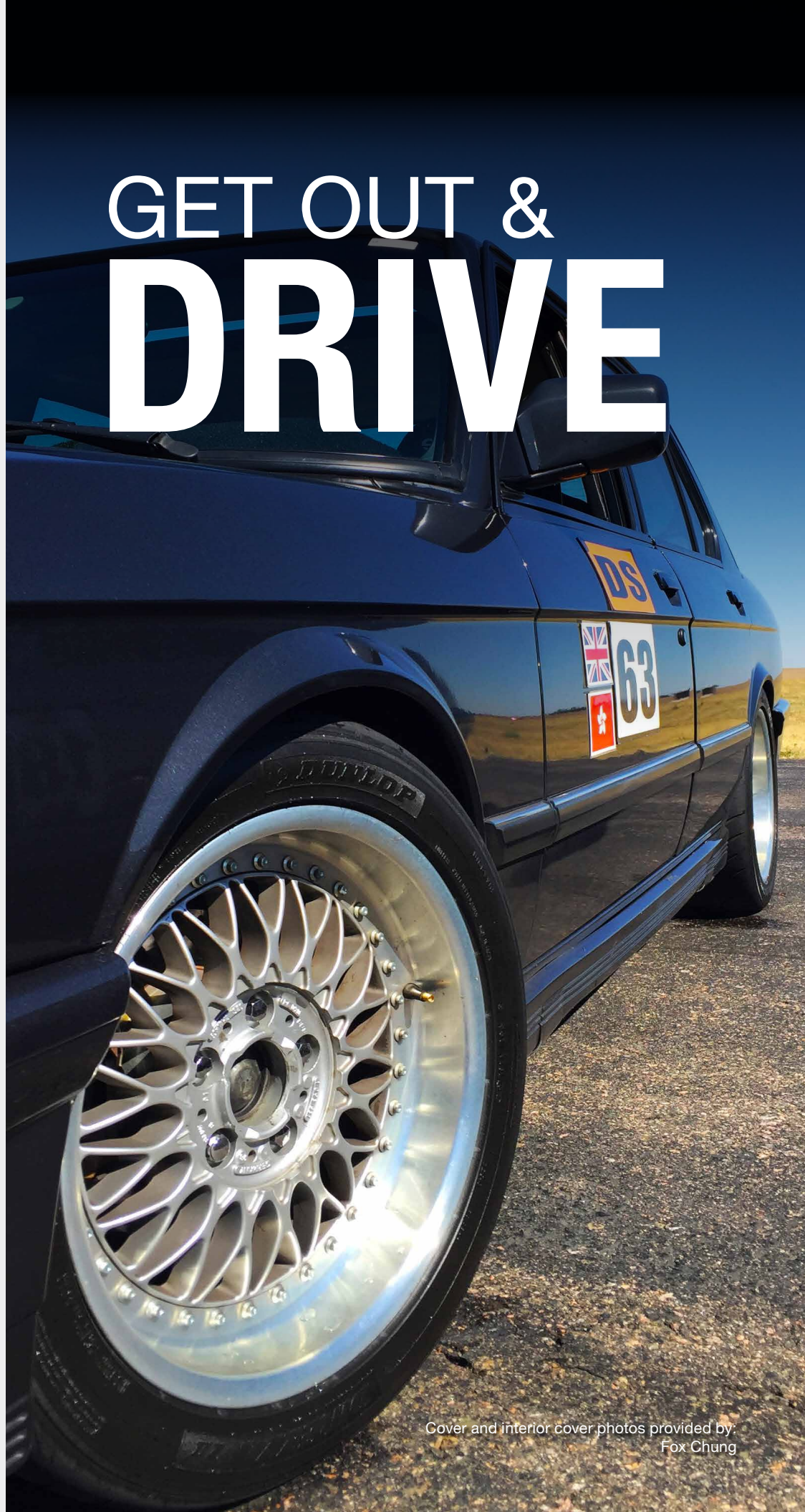
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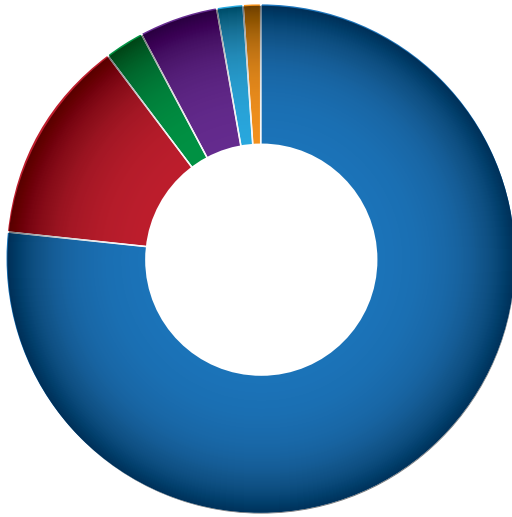
GET OUT & DRIVE



Cover and interior cover photos provided by:
Fox Chung

RMC BMW CCA MONTHLY MEMBERSHIP REPORT

AS OF NOVEMBER 30, 2016



- Primary Members (1,614)
- Associate Members (241)
- New Members (9)
- Renewing Members (44)
- Lapsing Members (21)
- Life Members (21)
- Secondary Members (5)

New Members	Referred By
Luis Garcia	Rob Halsey
Josh Engle	Quenton Smith

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2017 CALENDAR OF EVENTS:

FOR ADDITIONAL DETAILS AND UPDATES VISIT: <http://rmcbmwcca.org/events>

JANUARY

January 28 - Annual Winter Celebration Event
the ART, a hotel, Denver – 6:00 p.m. – 11:00 p.m.

FEBRUARY

February 24 - Closing date for submissions to
the Motorsport Report 2017 Spring Edition

MARCH

March 8 - Quarterly Board Meeting
Location TBD – 6:30 p.m. – 8:00 p.m.

APRIL

April 15 - Spring Clean-Up Event
The Man Cave – Location/Time TBD

MAY

May 6 - Autocross School
Pikes Peak International Raceway

May 7 - Autocross #1
Pikes Peak International Raceway

May 14 - Spring Drive
Location/Time TBD

May 19 - Instructor Training School (ITS)
High Plains Raceway

May 20-21 - Spring Driving School/TT Event
High Plains Raceway

JUNE

June 3 - Autocross #2
Front Range Airport

June 11 - 34th Annual Colorado Concours
Arapahoe Community College

June 14 - Quarterly Board Meeting
Location TBD – 6:30 p.m. – 8:00 p.m.

June 17 - Autocross #3
Front Range Airport

JULY

July 11-15 - 48th Annual Oktoberfest (National)
New Orleans, LA

July 15 - Autocross #4
Location TBD

July 29-30 - RMVR's 7th Annual Race
Against Kids' Cancer
High Plains Raceway



Photos provided by: Fox Chung

AUGUST

August 12 - Autocross #5
Front Range Airport

August 18-20 - Drive 4 Corners
Starting Location TBD

August 26 - Autocross #6
Pikes Peak International Raceway

SEPTEMBER

September 6 - Quarterly Board Meeting
Location TBD – 6:30 p.m. – 8:00 p.m.

September 9 - Fall Driving School/TT
Pueblo Motorsports Park

September 14-17 - Fall Drive/Snowmass
Driving Event & Car Show
Starting Location TBD

September 23 - Autocross #7
Front Range Airport

September 30 - Tire Rack Street Survival
Location/Time TBD

NOVEMBER

November 11 - Planning Meeting
Location/Time TBD



THE 2017 ROCKY MOUNTAIN CHAPTER BMW CCA'S ANNUAL WINTER CELEBRATION EVENT

BY: CHRISTINE FOLEY

- When:** Saturday, January 28, 2017 from 6:00 – 11:00 p.m.
- Where:** the ART, a hotel
FIRE Terrace and Dine & Drink Experience
1201 Broadway, Denver, CO 80203
Phone: (303) 572-8000
- Cost:** \$35 per person and includes: one drink ticket, passed hors d'oeuvres, buffet dinner, dessert with coffee or tea, and one raffle ticket for a special prize

The last day to register will be at 5 p.m. on Wednesday, January 25, 2017



Valet parking at the ART, a hotel on the night of the event will be available for \$10. On-street parking and adjacent parking facilities are also available.

In addition, the ART, a hotel is offering all RMC BMW CCA Members a discounted room rate of \$189 USD/night. Want to make it a weekend getaway? the ART will honor this reduced rate on the day before and the day after the event (Friday, January 27 and Sunday, January 29).

Registration for the 2017 Annual Winter Celebration Event is available through www.MotorsportReg.com ■

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REPORT FROM OKTOBERFEST 2016

BY: MIKE CRITCHLEY

How could we resist a great chance to experience the magic of BMW's 100 year birthday at Oktoberfest 2016 with a journey to Monterey and the wonderful Laguna Seca raceway with new and old friends and 43 members from the Rocky Mountain Chapter?

My long suffering wife Diane elected not to go this year since our focus would be on getting as many laps at Laguna Seca as possible over the four available days. So on Sunday morning, my son Rob and I loaded up the 328 and hooked up the trailer for an early departure from Denver with the goal of reaching Wendover, Nevada for our first night's stay. I had also hoped to have a little time in Wendover to visit the Historic Air Field WWII museum, but we arrived too late for a formal tour. But we did have time for a short drive through the mostly intact 73-year-old facilities.

We spent a short second night in Tracy, CA and drove the three hours to the Hyatt for our Tuesday check-in and received a pleasant surprise at the reception when we learned that our good friends at Spaten Beer were providing free samples during the week. The Spaten license plate went back on the 328!

Off to the Concours on Wednesday at the Folktale Winery grounds in Carmel Valley. And what a setting it was! Historic, beautiful BMWs were staged everywhere with a special group of Alpina cars in their own area. Bruce Hazard displayed his recently restored 2002 and took a trophy in his class. Other owners were on hand to discuss their cars and share their histories. We spent many hours at the winery enjoying the day. That evening, the reception at the beautiful Holman Ranch was a fitting and fun end to Wednesday as we returned to the hotel early to get ready for 4 fun filled days at Laguna Seca.

Rob and I signed up to instruct on Thursday and Friday, but since they had enough instructors, Rob ran in the "A" group on Thursday to get as much track time as possible. Meanwhile, I instructed four great students and grabbed some major time on the track when I could. Other BMW instructors from our region included Mark Doran and Eric Long and we enjoyed meeting the west coast contingent of instructors.





As usual, the Rocky Mountain Chapter showed the benefit of our strong autocross program in two days of autocrossing. In the Friday non-M autocross event, Alan Warner placed 2nd in class and Rob Critchley took 1st in his class. In the M car autocross on Saturday, David Duecker took 3rd in class, behind T.C. Klein in a fully prepared 1M, and Karen Lange took 4th in her class but was a big winner later as we will see.

Laguna Seca is famous for the Corkscrew, but it is also a world class site with challenging and fun turns everywhere. Fortunately, our fellow instructors from the Golden Gate Chapter shared their insider tips, helping us capture the best of the track while avoiding any offs or incidents. Since this was Oktoberfest, a large group of spec racers from the Pacific Northwest called PRO 3, ran their E30s all weekend and provided some great racing action in closely matched cars. Danielle Hovington was assigned as one of my students on Friday as she had not run the track. She is an engineer at Boeing and she and her husband built and competed two E30 PRO 3 cars. I was able to pass on a few of the tips given to me by the Golden Gate instructors and by the end of the session, she showed me a couple of places where I could gain a few seconds with some challenging but safe lines. I spent a good part of Saturday hanging out in their pits and enjoying the family atmosphere and racing stories.

The Awards Banquet was held on Saturday night at the Hyatt. It was a very rewarding event for RMC members Karen Lange, winning the Pirelli tires and Salil Shukla, winning the Michelin tires.

On Sunday, we had one more full day at Laguna Seca and we ran as students to get even more track time before we left Monday morning to return to Colorado.

All in all, it was an absolutely great week and everyone we met felt it was one of the best O'Fests they had attended, except for Beaver Creek which was the best. Certainly, the cars and their history made it extra special, but our fellow BMW owners from all over the country are an exceedingly friendly and fun group. The staff from BMW CCA National and BMW North America worked very hard to make this event fun and they exceeded expectations at every level.

We are looking forward to future Oktoberfests and hope to see all our friends soon. ■



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WINSLOW 100

A CELEBRATION OF BMW'S 100TH ANNIVERSARY

At the end of 2015, the staff at Winslow BMW of Colorado Springs began talking about celebrating BMW's 100th Anniversary. We kept asking corporate for details but couldn't get any solid answers about an official celebration. This was such a big milestone that we wanted to celebrate with our customers and members of the car club.

As it turns out, BMW was having a world tour with the US show in LA the week of October 11-16. If anything would happen, this would be the time. Without any corporate guidance, we started working on our own plans. Autumn is always tricky with the Broncos, but as luck would have it, the week of October 11-16, was the Broncos' Thursday night game, so Sunday, October 16th was the perfect date.

Everyone with the RMC BMW CCA was a huge help. Christine Foley, Fox Chung, Cory Rowan, and several others helped with planning and getting the word out for our event. Getting 100 cars to show up on a Sunday morning made us really nervous. Sure, the dealership has cars, but the real fun was celebrating with a crowd of passionate owners and their Bimmers.

TYPOGRAPHY WITH CARS

Our concept was to create a "100" out of 100 cars and capture the event with drone shots and a time-lapse video. After digging and a little luck, we found Alex Green, a member of the car club, who is starting a new drone business, AirVue Media, LLC, www.AirVueMedia.com. We were able to confirm Alex for our date and we were on our way.

Now we had to figure out how to create the "100", we started walking the parking lot and counting spaces. There were all kinds of ideas and configurations, but we got lucky as the south lot was 22 spaces wide. We could use 2 spaces for the number "1" and eight spaces each for the "0"s. Add in 2 sets of double blank spaces and you can make the "100" work in a pretty easy manner. A spreadsheet was created to help visualize and to help with the actual layout during the event.





HERDING CATS

The key to success for an event like this is traffic control. How do we keep a blank canvas empty so we aren't parking and moving cars more than once and creating a real nightmare? When we showed up two hours early to set up, there were already cars waiting - amazing!

An army of cones was the key. The south entrance was blocked off to funnel the cars into a single entrance so we could queue them up for the start. In order to make the time-lapse look great, we needed a steady stream of vehicles to pour in the top of the picture, letting the image fill in from the bottom. We were so lucky, it worked like a charm. As a bonus, we tried to spell "thanks" out of the participants which didn't work as well, but we nailed the "100".

Check out our event page to watch the video:
www.WinslowBMW.com/winslow-100.htm



RMC BMW CCA 2016 AUTOCROSS

TOP DRIVERS BY POINTS

(STANDING BASED ON THE AVERAGE OF YOUR HIGHEST 4 EVENTS, WITH A 4 EVENT MINIMUM).

Position	Driver	Class	(Total of best 4 events) (Avg. of best 4 events)		Points Total	Points Avg.
			Season Total Points	Season Points Avg.		
1	Christopher Mayfield	X	40000	10000	49252	9850
2	Salil Shukla	O	39170	9793	39170	9793
3	Joe Levonas	BES	38947	9737	48224	9645
4	Mark Smith	X	38693	9673	47893	9579
5	Ari Surprenant	BCS	38688	9672	48014	9603
6	Eric Long	BAS	38614	9654	57434	9572
7	Kris Lee	BAS	38486	9622	47843	9569
8	Eugene Yen	BAS	38347	9587	56966	9494
9	Keith Papulski	O	38331	9583	56666	9444
10	Hsun Chen	O	38315	9579	47577	9515
11	Joe Lavelle	O	38090	9523	38090	9523
12	David Duecker	BAS	38064	9516	47275	9455
13	Ryan Schossow	BMW R	38031	9508	38031	9508
14	Mark Olszowy	BDS	38007	9502	56394	9399
15	Greg Paine	O	37822	9456	37822	9456
16	Bryan Kessler	BAS	37807	9452	37807	9452
17	Ian Guy	BES	37800	9450	37800	9450
18	Eric van der Heide	BDS	37621	9405	46853	9371
19	Robert Critchley	BDS	37579	9395	37579	9395
20	Shelton Sanders	BAS	37520	9380	37520	9380
21	John Coleman	BBS	37500	9375	55841	9307
22	Tom Pora	X	37492	9373	46696	9339
23	Jeff Morgan	O	37368	9342	46405	9281
24	Melanie Pora	L	37214	9304	37214	9304
25	Mark Zeichman	BDS	37197	9299	37197	9299
26	Brandon Bennett	BAS	37184	9296	37184	9296
27	Bruce Drachmeister	BAS	37099	9275	37099	9275
28	Jesse Shapiro	O	37052	9263	37052	9263
29	Christopher Moody	BDS	36918	9230	36918	9230
30	Fox Chung	BAS	36817	9204	54785	9131
31	Andy Hecox	BAS	36756	9189	36756	9189
32	Isaac Bouchard	X	36526	9132	36526	9132
33	Geoff Barrett	BAS	36342	9086	45284	9057
34	Kevin Gould	BDS	36308	9077	36308	9077
35	Mark Haynes	BBS	36254	9064	53485	8914
36	Karen Lange	L	36084	9021	44711	8942
37	Sam Noblett	O	36061	9015	36061	9015
38	Jason Doyle	BDS	35662	8916	35662	8916
39	Steven Moody	BBS	35473	8868	35473	8868
40	Courtney Crandell	BAS	35003	8751	43280	8656
41	Hallie Kupfer	BBS	34976	8744	34976	8744
42	Julia Moody	BBS	32069	8017	32069	8017



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LETTERS TO THE CLUB:

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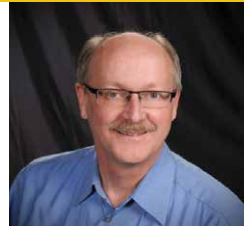
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2016 BMW X1 & 2016 MINI COOPER CLUBMAN S REVIEW

SHARE AND SHARE ALIKE

BY: ISAAC BOUCHARD

As development costs continue to escalate, car companies rely more and more on sharing components and underlying platforms across more models. The economies of scale engendered by this allow them scope for more profit and more features for buyers. But taken too far they can compromise the integrity of a brand. The new BMW X1 and Mini Cooper are an example of the pros and cons of such an approach.

Both are based on a new front wheel drive component set that also is set up for AWD as an option. In the past, front drive was anathema to the BMW “Ultimate Driving Machine” ethos, but no more.

The benefits of this platform design include more interior space—which was sorely lacking in the old X1—and less expense to build. Minis have been pulled, not pushed since the beginning, so there’s no diminution of brand DNA for the new Cooper line, which includes this wagon-like Clubman. And for the first time, AWD is an option on this machine, which has to make it one of the coolest cars to come to market for those who dig the dynamics of a low-CG haul-all like this.

Gimme The Goodness

As mentioned, space efficiency: despite looking really long, the Clubman is the size of a VW Golf, and so now has enough room for four—not to mention four actual side doors so they can get in—and the funky rear panel doors that compromise rear visibility a bit but add heaps of character.

The X1 is also much more usefully sized inside despite being handily compact and therefore a great urban machine. And its interior quality is much improved over recent lower-end BMW offerings, so it seems ze Germans have decided to use some of the cost savings to good consumer-facing effect.

EPA ratings:
22/32mpg, 26mpg
combined (both)

0-60mph:
6.4sec (BMW);
6.9sec (Mini)

Price as tested:
\$45,395 BMW;
\$37,000 Mini

*Here is what BMW
and Mini have to say.*

*2016 BMW X1:
3.5 Stars*

*2016 Mini Cooper
Clubman S: 4 Stars*



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Photos provided by: Isaac Bouchard



profile runflat tires, smooth 189hp 2-liter turbocharged engine with copious midrange muscle. Its standard 6-speed manual is pleasing to use, with light and accurate throws. The trademark “go kart” steering is still present too, with a super-quick ratio of 2.5 turns lock-to-lock. Likewise, the X1 rides a bit better than the older model and is generally polished dynamically.

The Price You Pay

There’s no such thing as a free lunch, though, and some of what made each so unique has been polished away. Outside you see it in the Cooper fascia, which stand really tall since it shares much of the front-end structure, such as radiator support, with the X1, necessitating the bloated look. The Clubman hides this to some degree, as it is longer and wider than the old model, yet barely taller. The X1 looks fine, probably better than its somewhat odd predecessor, with that model’s svelteness undermined by odd wheel well openings and other inept details.

The Mini has gained about 400 pounds—even before adding AWD—and this affects strait line speed, fuel efficiency and braking (all worse) and handling, which now washes into understeer earlier. The X1 is perhaps even more compromised dynamically.

This transversely mounted powertrain hasn’t the character nor punch (207lb instead of the 258lb-ft of the outgoing N20-powered model), and it lacks the oiled precision of its forebear. Driven in isolation it’s fine, but it feels less premium than before, and its short-squabbed Mini-based seats are nowhere near as comfy for the driver, though the back seat is roomier.

Not Bad—or Badge—Engineered

Decades ago, companies like General Motors would sell a car under different brand names—Chevy, Oldsmobile, etc., only changing things like the front grille, lights and wheel trim. This contemptuous regard for consumers’ discernment resulted in the company losing money year after year and was referred to as “badge engineering.” While nowhere near as egregious, combining the X1 and Cooper Countryman onto a shared set of componentry has indeed made each less unique in some key areas. Offsetting this is the improvement in many tangibles that buyers will notice every day. Regarded in that light, both are successful updates that should please both Mini and BMW shoppers despite the probable offence to brand purists. ■

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SPRING PERFORMANCE DRIVING SCHOOL

BY: ANDREW JORDAN



Our annual spring driving school at High Plains Raceway will be held on May 20-21, 2017, the weekend before the Memorial Day weekend. The schools are popular because they are an excellent value for the money and as such, they fill rather quickly. Six hours after registration opens, the school is already half full.



I'd like to address a few concerns that are commonly held by persons who have never been anywhere near a race track:

Firstly, you drive at your own comfort level. There is no one pushing you to go faster. No one records lap times. No one will be looking at your speeds and comparing them to theirs. Newcomers start out in the D group, where even the fastest cars are still governed by the driver's inexperience. Overcome your fears; you will definitely not embarrass yourself because everyone has to start somewhere. That place is in the D group. If you shine there, then your instructor has the ability to promote you to a higher run group. We have a working system on track that allows the faster cars to safely pass the slower cars. This allows each driver to rise to his or her own competence level.



Secondly, you will be driving your own car with an experienced, qualified BMW club instructor sitting next to you in the passenger seat. He or she will guide you around the track: what lines to take, where to brake, what gears to select, the correct hand positions, and the rules of the track. The corner workers will wave flags that tell you what is ahead. If you miss the flag, your instructor will not. He or she will constantly advise you and give praise when praise is due. Your abilities and confidence will grow throughout the day. If you start driving beyond your abilities and experience level, the instructor will haul you back into line. This keeps the other students on the track safe. It also keeps you and the instructor safe. Basically, you have to play by our rules, or you go home and don't play at all. This is not racing. It is a performance driving school.

Thirdly, you might have concerns about hurting your car. In the twenty years I have participated in our BMW driving schools, I have not seen any metal to metal contact. Occasionally, cars go off track and damage spoilers and wheels, but the likelihood of a serious incident is very, very small. To quote our chief instructor, "Our safety record is no accident." I like that. So does our Chief Safety Officer.



In addition to the entrance fee, you'll need to borrow or rent a legal helmet and have a safety inspection performed on your car. It does not have to be a BMW; all brands are acceptable. There are repair shops that will inspect your car. The inspection may or may not be free, but to fix any problems they might find will not be free. And bleed the brakes. You don't want to ruin your day with spongy brakes.

We all start somewhere. My advice is, "Bring your spouse too. Both of you should enroll. You can share a car. You can both improve your driving skills. You can discuss all the great moments on the track at the Saturday night dinner at the gazebo. And enjoy a microbrew."

Photos provided by: Steve Clark

Here is how it all works. There are six run groups: four for students, one instructor group, and one time trials group. You enjoy the track twice in the morning, and twice again after lunch. You have a qualified BMW instructor riding with you each twenty-minute session. The C and D group students may choose to let the instructor drive the student's car for two laps at the start of the first session. This is always at a slow speed just to show you the line, the apex points, and the braking points. When groups A and B are on track, C and D groups are in the classroom.



For every student driver, the club basically needs one volunteer to handle things like registration, pit and grid, corner working, control tower, and classroom instruction. A good way to get your feet wet and to learn a lot before your first school is to volunteer as a corner worker. Please contact Bruce Leggett at leggwork@yahoo.com to volunteer.



Our club webpage will list the registration details. Registration for our spring school at HPR will most likely open at noon on March 12, 2017. You must be a BMW member and you can sign up at www.rmcbmwcca.org. Or you can call me at 303-426-6800. If you have any questions or problems while registering, then call Gary Bohn at 303-650-5082. He can help you.

Andrew Jordan
Chairman, BMW Performance Driving Schools ■

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PHILES' FORUM

BY: VIC LUCARIELLO

PART THREE OF THREE

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

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, and then do your clutch slave cylinder if your car has a manual transmission.



Photos provided by: Vic Lucariello

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 (e.g., 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 on the design of the bleeder/flusher you are using. I use a homemade, one-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 of 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 is 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: “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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