



2018 E31 Chapter Photo Contest sponsored by Gault BMW Autosport



And the Winners are...

E31 Chapter *BMW Car Club of America*

Chapter Officers (please call between 7:30-10pm)

President	pres@bmwccae31.com	
Steffen Staiger	(Texas)	214-417-0606
Vice President	vp@bmwccae31.com	
Tom Jacobsmeyer	(California)	818-246-1613
Secretary	sec@bmwccae31.com	
Henry Christoff	(Canada)	604-787-7706
Treasurer	treas@bmwccae31.com	
Jon Nelson	(Maryland)	301-231-7498
Brands Manager	branding@bmwccae31.com	
Jeff Ivanson	(California)	415-485-0989
National Events Coordinator	activities@bmwccae31.com	
Rob Scott	(Canada)	403-803-8434

Other

Webmaster	webmaster@bmwccae31.com	
Bob Bennett	(Florida)	813-787-8837
Newsletter Editor	newsletter@bmwccae31.com	
Roger Wray	(Florida)	352-223-2932
Membership Chairperson	membership@bmwccae31.com	
Janis Hauser	(Texas)	425-246-5117

Regional Facilitators

Pacific Northwest	Tom "Wuffer" Carter	604-530-6609
Southeast US	Roger Wray	352-223-2932

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newsletter@bmwccae31.com

Club Address:

BMW CCA E31 Chapter
P.O. Box 8324
Columbia, SC 29202

BMWCCAE31.com

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2018 E31 Upcoming Events

BC 8's Wrenchfest at Wuffer Spa, Apr 28

Surry, BC hchristoff850@telus.net

Southeast Sharkfest, April 27 - 29

Spartanburg, SC (BMW Factory)

www.bmwsharkfest.org

BC 8's Drive to Harrison Hot Springs, May 6

Surry, BC hchristoff850@telus.net

Bimmerfest with SoCalEights, May 26 - 27

Fontana, CA socaleights@gmail.com

BC 8's Drive to Princeton BC, June 3

Surry, BC hchristoff850@telus.net

Huntington Beach Concours, June 9-10

Huntington Beach, CA socaleights@gmail.com

BC 8's Wrenchfest at Wuffer Spa, June 16 (tentative)

Surry, BC hchristoff850@telus.net

Doheny Mansion Tour with SoCalEights, June 23

Los Angeles, CA socaleights@gmail.com

BC 8's Waterfront Park German Car Festival, June 23

Surry, BC hchristoff850@telus.net

E31 Tech Advisors

This is a list of E31 Chapter members who have volunteered to serve as E31 Technical advisors. Please call them for technical assistance, but also call at reasonable hours. If you would like to be added to the list, please let the Editor know.

Tom "Wuffer" Carter (reasonable time PST) 604-530-6609
general information

Zach McCoy (reasonable time EST) 317-506-7990
trouble shooting for transmission, ignition, top end engine

On the Cover

Members E31's pictures for the Chapter Photo Contest
sponsored by Gault BMW Autosport

By Steffen Staiger
President, E31 Chapter



Spring has Sprung fellow 8ers!

The best time of the year for E31 owners has arrived – everyone is starting to pull their cars out of hibernation (except the few that drive them all year of course), shine them up and replenish that perpetual grin knowing you are driving one of the coolest BMW's on the road.

I would like to welcome our newest members and thank them for joining – a total of over 15 so far in 2018. This represents more than a 10% increase, and hopefully we can continue to gain members at that rate, so if you know of any E31 owners that have not joined, please tell them about the CCA and let's see if we can continue to increase our membership.

I also wish to congratulate our Photo Contest winners. There were some very beautiful pictures of really nice E31's. First Place went to George Whiteley and his 1994 850CSi (for those of you that have been with us for a while, you would know that this was our former President, Roger Wray's pride and joy before moving on to his unicorns). Second Place went to Jack Woods, the proud owner of a 1992 850i 6-Speed, and Third Place was claimed by Orrin (Bill) Miller and his lovely 1994 850CSi. We hope to do this again next year and hopefully we will have even more entries to choose from.

The Chapter now has a Facebook page, as well as an Instagram account. The Facebook page is BMWCCA E31 Chapter, and the Instagram account is BMWCCAE31. If you have anything E31 related that you wish to post, please feel free to

do so – we look forward to seeing what you have.

The Chapter will be holding elections for two positions this year – Vice President and Treasurer, so if you are interested, let me know and I can get you more detailed information. You must of course be a member of the BMW CCA to be eligible.

I hope everyone is getting out there with their cars and enjoying the attention that they draw.

Happy Spring fellow 8ers!



The E31 Chapter would like to thank all of those who submitted photographs for the 2018 E31 Official Photo contest! We received almost 89 photographs from 18 chapter members. There were so many great photographs that I was not able to put them all on the cover of this edition.

After we received all the photographs, they were sent to our judges. Our judges were not E31

Chapter members, and did not know each other's voting outcomes. Special thanks to our judges: Eddy Funahashi, BMW CCA Executive Vice President, Frank Patek, BMW CCA Executive Director, Jeff Gomon, BMW CCA South Central Region Vice President, Tim Beechuk, BMW CCA North Central Region Vice President, and J. Dwayne Mosley, BMW CCA South Atlantic Region Vice President.

A special thank you goes out to Gault BMW Autosport, a long-time supporter of 8 series owners for many years, for sponsoring our 2018 E31 Chapter Photo Contest. They have graciously donated prizes for our first, second and third place winners.

And now it is our pleasure to announce the winners of the 2018 E31 Chapter Photo Contest as selected by our Judges:

First Place
George Whiteley
1994 850 CSI



Second Place
Jack Woods,
92 850I 6speed



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Third Place:
Orrin (Bill) Miller
1994 850 CSi



Honorable Mention:
In no specific order



Ramiro Santoyo
1993 850



Brian Diefenbacher
1993 850



Jon Plomteaux
1994 840



Michael Grant
1993 850



Donovan Brown
1997 840



Brad Rein
1997 840



Larry Swaney
1994 850 CSi



Charlie King
1995 840



Matt DiGregory
1994 850 CSi Individual

E31 a trip to BMW land

By Henry and Kirsti Christoff

and several MGB's. A Road & Track Used Car Classic article on the 2002 first drew my interest to this car. My Tii was a U.S. spec car originally purchased by a U.S. Air Force officer stationed in the U.K. When he returned to the U.S. with the car, he sold it to an Air Force enlisted man, who sold it to me.

Ten years later I purchased my next BMW – a 1985 735iA - the perfect car for my daily 100 mile round trip commute to work; comfortable and safe. I sold that car to a high school kid who was extremely eager to buy it as his first car. His parents were surprised that he wanted such a car, rather than a used Camaro they wanted him to purchase.

After selling the 7 Series I purchased my first E24, a 1985 635 CSi in Bronzit Beige with Pearl Beige interior. This was also an excellent car for that long daily commute. Next I added to my BMW stable a 5 speed, 1983 BMW



733i. This too was Bronzit Beige with the Pearl Beige interior. Not long after these two cars were in my driveway, I had the exterior trim on my house repainted. Unknowingly, the same shade as BMW Bronzit Beige. It wasn't until my friend, JD,



The journey began in 1981, when my 1970 MGB was stolen and was replaced with a very nice 1974 Granatrot with light beige BMW 2002 Tii. It was an amazing difference driving the 2002 compared to having owned various '60's vintage Mini's

noticed the house color now matched my cars that I realized I was officially in my Bronzit period.

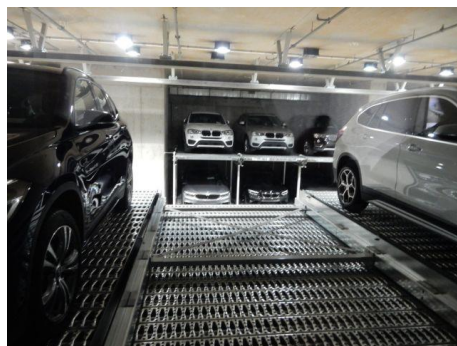
After selling both Bronzit cars, the search began for another 635 CSi. This led me to purchase (March 2001) a 1986 635 CSi from a gentleman who worked at NASA Langley (Virginia). It was Arctic Blue with Pearl Beige interior fitted with the optional BMW sport seats. "Barn Find" is a popular term these days with enthusiasts; this 635 was a "Yard Find"- the car had not run in two years and was found sitting in his side yard. Although the body was very sound, the mechanical condition was unknown. I dubbed this car the "\$600 6 Series" as I paid Mr. NASA \$600.00. After several months in my care, got it running again and replaced rubber hoses, belts, rebuilt the braking system, replaced the driveshaft and exhaust system and installed a used set of 16" basketweaves from a 1995 7 Series. The car was repainted its original Arctic Blue. Little did I realize I was now entering my "Sport Seats Period".



In 2003, I moved to Vancouver Canada from Virginia and brought the Arctic Blue 6 Series with me. Not long after arriving, I purchased an E30 325i 5 speed coupe to fix up and sell, and then a low mileage 1991 325i coupe for my wife. Next was an E30 325is (with sport seats) purchased to be cleaned up and resold. In February 2006, I purchased a 1991 Calypso Red 325i Cabriolet (with sport seats). Then in July 2011, there was the purchase of a one owner BMW 850iA with very low miles – Calypso Red with Light Parchment interior (and sport seats!). Of course along with the 8 Series, I still have the Arctic Blue \$600 6 Series and 325i Cabriolet, so you will find three

classic BMW's in my garage- all with sport seats!

And now, finally, we come to the Munich visit this past September. Whew! Feel free to pause and partake of your favorite libation, before reading on.



Kirsti, my wife, had been planning a three week European vacation, or as they like to say in the Great White North - "holiday" - for almost a year. Her plan included stops in Great Britain, France, Switzerland (to visit her sister), and Austria. I was asked if there were any sights I wanted to see while on this "holiday". I added to her already busy itinerary: the Hotel de France in La Chartre-Sur-Le-Loir (where the Le Mans 24 Hours teams stayed in the 50's, 60', '70's), the Le Mans race track/museum, and of course Munich, to see all things BMW.



After our visit to Paris, we rented a car for our drive to Chartre-Sur-Le-Loir. The Hotel de France is amazing. Kirsti thought I was taking her to a rundown, race team establishment, with the smell of 90 weight gear oil in the lobby and essence of old gasoline in the rooms; nothing could have been further from that! Our accommodations were first class and there was much Le Mans memorabilia in their lounge for your

viewing pleasure. Guest rooms were named after famous race car drivers. Room furnishings were very upscale bed-and-breakfast style, which very much impressed my travel companion. Their restaurant was by reservation only and was packed each of the two nights spent at the hotel. After dining the first night, we understood why.

The hotel provided driving directions to the Le Mans track and the public road portion of the track as it is configured for the 24 Hours race. We drove the public road portion including the famed Mulsanne Straight three times – it was that much fun.

After our Hotel de France / Le Mans visit we drove to Geneva, then to the Swiss Alps and finally via the autobahn into Munich. This was my second time on the German autobahn, but the first time as a driver. It is difficult to describe the sensation of driving 160+ K/PH (that's 100+ MPH for the metrically challenged) only to have a big Audi, Mercedes or BMW blow by as if one were standing still. If you want to pull out into the left lane to pass, I would caution you to look as far behind in the rear view and side mirror as possible before entering that left lane. Big Mercs and Audi's arrive on your bumper in amazing time, even though you might be motoring at 100+ MPH!



Arrival in BMW Land- Once in Munich, we easily found our accommodation, the Leonardo Royal Hotel, which is only a short block from, and on the same street, as BMW Group Classic. This hotel is within walking distance to the BMW Museum and BMW Welt as well. Advance planning allowed us to

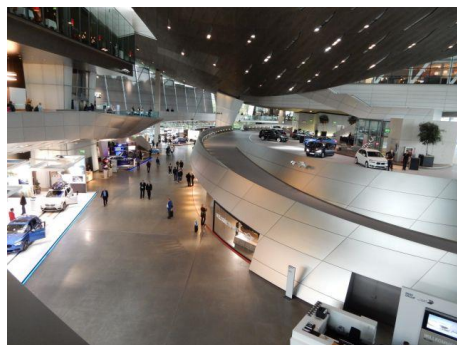
obtain discounted tickets to the English speaking tours at both the Museum and BMW Welt. The tours were most informative and the tour discounts were a nice perk for being BMWCCA members. The Museum is adjacent to the famous BMW Four Cylinder building and is a bustling place from the time doors open in the morning until closing. In the Museum lobby and at registration, you will see a wide range of car enthusiasts from all over the world, a sort of United Nations of car people if you will. Arriving early, we had time for a light snack in the M Cafe before the English speaking tour started. And typically BMW, after consuming our snacks were asked to complete a survey using an Apple device.



Our Museum tour guide was extremely generous with explanations and answering questions posed from our group. Of course, the displays were all about engineering and the history of the BMW Group. Each display was accompanied by a detailed information board – in German and English. The tour was about 1-1/2 hours and afterward we were welcome to continue our visit over the entire Museum at our own pace. With much to see, enthusiasts could spend the entire day. Display highlights for me were the E31 840Ci and the white 507 roadster once owned by Elvis Presley, recently restored by BMW Classic. This same 507 was on display at the 2016 Legends of the Autobahn in conjunction with BMW's 100th anniversary.

Naturally, there was a BMW Lifestyle/Souvenir store located in the Museum, where I was fortunate to find and purchase several E31 souvenir post cards!

Across the street from the BMW Museum via a bridge connecting the two buildings is BMW Welt. Welt is the German word for world. The Welt is a multi-use exhibition center, with meeting facilities and several dining options from casual to more formal, and the place to see every new BMW, MINI and Rolls Royce being sold today. Here you could actually experience the products, minus the test drives of course. This is also the facility to take delivery of your new BMW via the European Vehicle Delivery Program.



Although there is no charge to visit the Welt, we had planned in advance to take an English speaking guided tour which did incur a small cost-discounted for BMWCCA members. Our guide was very knowledgeable about BMW products and kept the group entertained – who said German's have no sense of humor? The approximately 1 hour tour took us behind the scenes to see all aspects of the facility, including how new cars are delivered from the various production facilities, then prepped and stored in racks in the basement while waiting for their new owners to take delivery. We witnessed several new owners proudly receiving the keys to their new cars. After introduction to all the vehicle features, owners then take a "delivery lap" within the interior of the Welt in full view of Welt guests,

before exiting and driving off into the sunset, so to speak. We saw several owners take two laps and videotape themselves in the process.



To enhance your Welt visit, one must stop at the expansive BMW and MINI Lifestyle store to purchase swag and souvenirs for yourself and BMW friends back home. Think "Black Friday" shopping and you have my impression of this boutique. Although I did find and purchase both a cool Welt key fob and BMW Motorsport polo, I managed to pass on the BMW Yachtsport flip-flops.



It was an amazing day spent in the world of BMW. In the late afternoon, we walked back to the hotel, stopping along the way for a six pack of German refreshment.

In the next installment of BMW Land: Henry & Kirsti attend a Cars and Coffee at BMW Classic, venture outside of Munich in a classic BMW rental vehicle driving the autobahn, and tour the BMW Dingolfing plant where our beloved 8 Series cars were originally assembled.

E31 AZ 8's wrenchfest and BBQ

By Brian Diefenbacher

The AZ 8's had a wrenchfest and BBQ in Cave Creek, AZ with 7 cars on March 3rd. The theme for the Wrenchfest was fuel delivery, and as a result, all of the cars had their fuel injectors cleaned while on the rail. Results ranged from minor to noticeable feel in engine responsiveness and smooth running efficiency gains. Some cars were also due for fuel filters, hoses and the application of HEET fuel system water remover supplemented all cars on hand.



Other projects at the wrenchfest included 2 cars receiving a single battery conversion to replace aging batteries, new air filters, cabin filters, automatic transmission service, oil changes, as well as various engine seals and gasket replacement.



Ongoing maintenance was planned to follow the event in order to get the cars ready for summer. Coco helped organize tools in the garage and kept the team on task.



Attendees:

Quyên Ngyuen / Ti Ngyuen - 1995 White 840ci
Brian Diefenbacher / Natalie Nelson - 1993 Silver 850ci
Branko Jozanov / Nena Jozanov - 1997 Oxford Green 840ci
Alan Zeichek / Carole Zeichek - 1995 840ci
Stefan Dwornik - Blue 1997 840ci
Henri Atamian - 1995 Silver 840ci
Joh Hoffman 1991 Blue 850i

Following the wrenching, the group had BBQ for dinner followed by a team cake.



The AZ 8's is a casual, but passionate group of e31 owners located in the Phoenix, AZ metro area. The group has wrenchfests, BBQ's, attends car shows, as well as day trips or overnight trips around the state of AZ.

We encourage all e31 owners in AZ to come join us, and if you are interested in attending future events with the AZ 8's they can contact me via email: briandief@mac.com

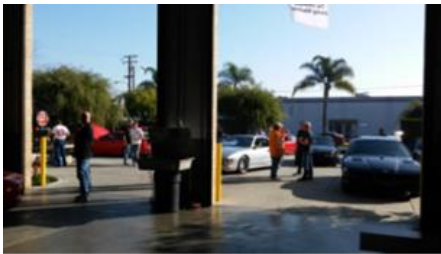
By Fern Mora



If you missed our first Wrenchfest of 2018, you missed a big one. Great weather, food, friends, and lots of wrenching.



It was a great mix of 840's, 850's, and 850CSi's in all colors looking more like a gumball machine than the normal black, silver, and white cars we often see.



During our Wrenchfest, Alec Cartio directed the filming a video for Fabrizio "Fab" Aldrette, the owner of EF1 Motorsports, as part of a video to promote his business. Interviews with Fabrizio and one of his mechanics were made while many of us were wrenching and had our cars on the lifts.

In the picture below are two of the CSi's. Jeff Porters' 94 Hellrot 850 CSi and on the lift is Steve Giles' 95 Dakar Yellow CSi, which is an original Euro car and the only original yellow Euro in the USA.



During the day a steady flow of eights dropping in filling the lot until the overflow of cars had to park in the street. It was well past 4:00PM when a new prospective member and 8 owner came by after work to join us to see what we were all about. Another new attendee, Alex Newman, learned about our club from a Wrenchfest post we made on the Bimmerforum. He said he and had a great time meeting all of our members and while he was there, he replaced both batteries and was able to learn a lot more about his eight.

Among the many repairs and parts replaced were sunroof repairs, power seat repair, cooling fan clutch, new brake rotors and pads, tire change, BMW phone installation, batteries installed, headlight repair, radio reprogrammed, oil change, and much more.



During the day, Alec also took advantage of the visual optics of everyone wrenching and filmed the Wrenchfest as it was happening. Also captured were a few of the members with their cars. Alec will be editing and producing the video for uploading on social media sites. Fab has been a sponsor of SoCalEights for the past five years and we were happy to help him promote his business. We are all looking forward to seeing the video.

By Henry Christoff



Sunday, April 8th was our first event for 2018 - 8's & Coffee. Naturally, it rained. However, that did not stop 10 folks driving five E31's plus an M5 E34 and a 2006 Dodge Magnum 'Sportwagon' from attending!



In addition to coffee and other beverages, there was a lot of socializing which included talk about

the up-coming drive to Harrison Hot Springs (May 6th) and the drive to Princeton in June.



There was also a lot of discussion about the recent parts cars that Wuffer, Dietmar and Andrew have been working on- one car saved from becoming a parts car, the other fully stripped of all it's useful bits. Photos

attached of BC's 8-ers enjoying the fireplace ambiance inside Tim Horton's.



The next event is the WrenchFest at Wuffer's Garage & Spa Saturday, April 28th. Get your car ready for the May drive to Harrison!

E31 AZ 8's trip to wickenburg

By Brian Diefenbacher

The AZ 8's did a day trip to Wickenburg, AZ with 5 cars on February 4th. The trip was a short day trip, but included a stop at the Wickenburg Cafe for brunch, and a drive back to Phoenix in time to watch the SuperBowl.



Attendees:

- Quyen Ngyuen / Ti Ngyuen - White 1995 840ci
- Mike Reibling - 1991 850i
- Brian Diefenbacher / Natalie Nelson - Silver 1993 850ci
- Branko Jozanov / Nena Jozanov - Oxford Green 1997 840ci
- Alan Zeicheck / Carole Zeicheck - 1995 840ci



As a casual group, the AZ 8's has wrenchfests, BBQ's, attends car shows, as well as day trips or overnight trips around the state of AZ. We encourage all e31 owners in AZ to come join us. If anyone is interested in attending future events with the AZ 8's they can contact me via email: briandief@mac.com

By Barney Halse
Owner, Classic Heroes



I remember the launch of the V12 850i like it was yesterday. I was an enormous E24 6 series fan and was extremely excited about the arrival of the 8 series.

BMW's aesthetic design of their new flagship coupe was never in question. You could not help but fall in love with the shape immediately. However, when the first generation 850i hit the showrooms, they quickly fell in to the hands of journalists who in truth gave them a slightly hard time. Ride quality and sportiness were criticised as was build quality on the early cars. Main agents dreaded early 850i's being booked in for warranty work and endless electrical problems.

As the E31 evolved many of these build quality issues were ironed out, technology caught up with itself. The BMW Motorsport developed 850 CSI added back the sporty ingredients to the E31 and public opinion started to gain momentum. The launch of the 4.0 and later 4.4 litre V8 powdered 840i's, made the E31 into a truly awesome, mile eating GT car. With the addition of the Sports Pack option you gained just a little bit more edge.

Like all cars the E31 has sat at the bottom of its depreciation curve for many years. The rapidly increasing

value of the earlier 635 and M635 cars has now helped bring the E31 to a new audience. We are thrilled to see these amazing big Coupes falling in to the hands of true enthusiast that recognize what a stunning piece of automotive engineering they really are. At last these cars are getting the level of care they really deserve.



But, a word of caution. If an E31 takes your fancy, save up your pennies and buy the best. The value of E31s means buying the best is the cheapest option. Its costs far more to save a cheap, poorly maintained example than buying the right car in the first place. Remember the years have flown by and these cars are now 20 years old, even the very best now require a sizable age related birthday.

Recently this gorgeous Romantic Red 840 CI Sport passed through our workshop for a full inspection and report. Having covered only 36,000 miles from new and been part of a much loved car collection for the last 10 years, we were thrilled to find she was one of the best examples to visit our workshop. A program of work was discussed with the owner, corrosion prevention carried out and potential

age related mechanical failures eliminated. All this, ensure turnkey reliability and years of enjoyable, mile eating motoring.

A few small car park dents were cleverly removed from the side panels of the car. All the under trays, sill covers, splash shields and arch liners were removed, the underside of the car then thoroughly cleaned and all seams and cavities sympathetically treated with clear Waxoyl and Tectyl ML.

Mechanically she benefitted from an Inspection II service, all new coolant, heater and fuel hoses, new gearbox filter and oil change, new suspension bushes and ball joints as required, breather hoses, n/s seat air bag occupancy sensor, water pump and thermostat helping to eliminate those irritating break downs. A few smaller cosmetic items, leather cleaned and treated and to finish her off, the delaminated rear screen replaced.



The car will now sit alongside the owners M635 CSI Motorsport. What a great pair of 80s and 90s GT cars. We wish him a lot of fun.

By Frank Henderson
www.frankies-bmw.com

Tools Required

- T-25 torx
- other basic hand tools

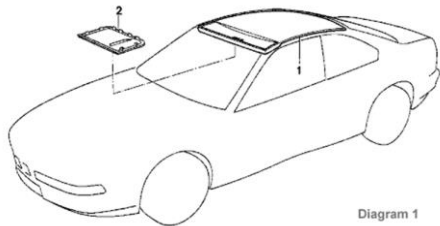


Diagram 1

Getting Started

The headliner fabric in the 8-series tends to fall down as it ages, just as on many old domestic cars. Embarrassing. The obvious fix is headliner replacement or refinishing. But there are hidden traps.

To begin, the complete headliner consists of the headliner (#1, diagram 1), motor cover (#2, diagram 1), ceiling liner (#1, diagram 2), plus the sunroof's underside trim panel (#2, diagram

2). This is especially pertinent for those changing headliner color. Otherwise, of these four parts, the trim panel has such low visibility it can probably be exempted from concern (see #5 below for more). Note both ceiling liner and trim panel replacement costs versus the other two parts. Also note pillar covers share the same factory material as the headliner.

Most importantly, original BMW fabric is not available from auto upholstery shops!

While many claim to carry "factory" materials, be advised these are really factory-like materials (usually from Mercedes). This means exact fabric texture and color matching will not be possible. The implications are many. You must decide whether to go

"aftermarket" (in which case you'll need to refinish all headliner parts including the pillar covers, for a true match) or stay "factory" (which means you'll need to buy factory replacement parts).

If staying "factory", new parts may still not be a perfect color match due to age. Years of exposure to the sun and other elements may leave your pillar covers a slightly lighter color than a new headliner, for example. Except for the perfectionist, this shouldn't be cause for concern as the difference is barely noticeable.

An economical refinishing option suggested by some (from Tech Talk letters in Roundel magazine) has been to simply peel the old fabric off the headliner and paint it. Yes, really. While it may appeal to some, I think such a solution would not be appropriate for a luxury GT car like the 8-series.

A note about material thickness:

Factory new parts use fabric with foam backing ranging in thickness from 1/16" (pillar covers, ceiling liner) to 1/8" (new headliners). The slimmest aftermarket materials will all have a 1/8" foam back. If the ceiling liner is refinished with an aftermarket material, its 1/8" foam back will cause additional resistance in the liner's sliding track. This resistance will reveal any weakness in the (old) moving parts of the sunroof, possibly causing parts failure or jamming until the new materials compress over time (see #3 below for more).

On most cars, only the main headliner is falling (#1, diagram 1). This is good news, meaning only this part needs to come out. But this can also mean other parts are not far behind.

On my car only the headliner was falling. Believing this was a trivial matter, I didn't put much thought into having it refinished at a local auto

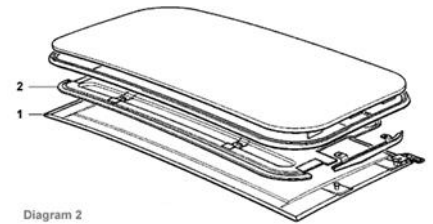


Diagram 2

upholstery shop for less than half the cost of new. In order to match both fabric and color, I also elected to have both the ceiling liner and motor cover refinished (but not pillar covers). I was unaware of the details of refinishing and have therefore collected my experiences here for others in the 8'er community.

Refinishing Headliner Parts:

Although this can be performed conveniently and inexpensively by any local auto upholstery shop (about \$200), be aware of the following limitations:

1) Color matching not possible - (Except maybe with black.) The implication is you will then need to refinish your switch panel, ceiling liner, and pillar covers to match, perhaps at additional cost. Although most won't notice the difference (or may think it's normal), you will know. This difference is most noticeable at pillar cover/headliner junctions (right in front of your face). See image below.



2) Texture matching not possible - No upholstery shop has original BMW fabric, nor can it be ordered. Cars built prior to 9/92 may use materials easier to approximate. However, from 9/92 there was a switch to upgraded materials. Much to BMW's credit, this material is of superb quality with the feel of velvet. Most refinishing materials will look noticeably cheaper by comparison. See image above.

3) Thickness issues - Refinishing materials are all 1/8" thick, including their foam backing. BMW uses materials with thinner foam backing in parts of the 8-series (about 1/16"), which reveal curves and contours nicely. It's hard to believe but this difference has implications:

- You may notice slower operation and dragging in the sunroof as the clearances in the sliding track have been reduced. This will be the case until the 1/8" materials used on the ceiling liner compress over time (4-6 months). In the meantime however, this may lead to sunroof malfunctions (usually skipping of toothed racks thru worn-out cable trolley guides, resulting in uneven tracking/jamming). This may lead to a sunroof rebuild.
- Refinished parts will have a "plump" look.

TIP: For a thin ceiling liner material close to factory fabric, try suede from Keystone Brothers. It has no foam backing at all. I found it results in a better factory-look than many suggested materials. The drawback

is that suede has a natural grain, allowing its texture and color to vary slightly depending on the direction it is combed. Since it can be altered by the touch of your hand, I hesitate recommending suede for complete headliner refinishing. It is also expensive (about \$45/yard). See image below:



4) Fingertip imprints - My experience has shown newly refinished materials are prone to visible imprints from fingertip pressure used when handling. It's impossible to avoid using your fingers when installing these parts, so some "damage" is inevitable. However, the imprints tend to fade with time (2-3 months). A steamer may remove the more noticeable imprints, however this isn't always effective.

5) Trim panel - Often forgotten, it's of the same material as the original headliner and therefore will not match the new materials either. Its purpose is to hold down the ceiling liner and cover the unsightly underside of the sunroof panel when tilted. Since only a small portion of this panel is ever visible (only when

sunroof is tilted), any mismatch will probably go unnoticed. Like the ceiling liner, it is outrageously expensive to replace.

6) You're committed - Unless you save the old fabric, you cannot easily "go back" after refinishing due to the replacement cost of the ceiling liner. Remember, original fabric cannot be purchased separately (although many claim to have it).

7) Sunroof removal required - to access the ceiling liner. See Sunroof Rebuild for instructions.

New Headliner Parts - highly recommended for authenticity and quality - and especially purists. The result will be an effective color and texture match, blending seamlessly with your pillar covers.

Always save your old material. If your sliding ceiling liner later needs replacement, take the washed and cleaned material to an upholstery shop for re-skinning. Otherwise, you'll be stuck with outrageous replacement costs.

If transporting the headliner, remember it's an oversized part requiring either a truck or large SUV/Minivan. Some out-of-town dealers will not ship this part (shipping: \$150+) and it therefore may need to be purchased locally. When removing and installing just the headliner, sunroof removal is not required.

Below is an excellent go-by written by Marty Saracino originally taken from the E31 FAQs taken from Frank's webpage

Tools needed:

- Torx 15 driver
- Flexible shafted screwdriver
- Phillips head screwdriver
- Flat head screwdriver
- Plastic Putty knife
- Envelopes or plastic bags for storing and labeling hardware and screws
- One, or preferably two, helper(s) (in my case it was my teenage children who were recruited)

Parts used (plug: great pricing from Gault):

- 16 sunroof perimeter clips
- 10 pillar cover insert clips (you could probably use the old ones)

Steps

Raise the sunroof and feel behind floating liner for the long metal rods running parallel to the side edges. Push these outwards gently to disengage the clips and allowing you

to push the floating panel backwards until you can see all three torx bolts on either side of metal sunroof panel mount. Unscrew the 3 torx bolts on each side and lift the rear edge of sunroof panel upwards and back to pull front insert "inverted T" out of its spring clip. Set the panel aside.

Pull the floating felt headliner forward again until it snaps back into its clips. Remove rear torx bolt (longer) from cable cover. Next, lower the roof rails by pressing the

sunroof switch forward (closed) position. Now push sunroof switch backwards in the fully opened (not raised) position. This will retract the rails and the floating felt inner sunroof panel fully into the roof cavity. Unscrew the other exposed torx screws from both sides, and remove the fixed rail cover to expose side sunroof/headliner clips. With a flathead screwdriver push the retaining tabs on the clips outward and down to disengage them all around the sunroof opening. There are 5 on the front and back of the opening, and 3 on each of the sides, 16 in all.

Remove the sunroof motor cover by inserting a putty knife (or fingernails) in the rear edge and pushing forward while pulling gently downward. Tabs are on the rear and sides with a engagement lip at the forward edge. Unclip keyed switch connector. Set aside.

Remove light panel by reaching behind it and pushing down on the right side and walk it out of it's mount. Unclip the white keyed connector. Set aside light panel. Switch for center light should be on left side on reinstall.

Remove passenger "Oh Sh*t" handle by inserting a flat blade screwdriver at mount seam at either end of handle and pushing mount cover outwards and pulling cover off. Then unscrew Phillips screws. Work handle out of headliner and set aside.

Remove the visor holder mounts, torx screws, be careful pulling out since there is a wire attached to each. Remove the visor swivel mounts, they also have a wire attached.

Remove the visor light panel by working out of headliner with fingernails or putty knife. Socket for connector is facing you on reinstallation.

Remove coat hanger hooks by inserting flathead screwdriver at top edge of screw cover and popping it open. Remove the Phillips head screws and set them aside.

Remove all the pillar covers by grasping at the inner and outer edges (with two people if possible, one at the top of the cover, and one at the bottom) and squeezing the pillar covers inward (slightly bowing them) while working them off slowly. Perhaps you can do it without breaking the insertion tabs, but mine were EXTREMELY tightly wedged in the mounting clips and the plastic was somewhat brittle. Many of the clips broke on the c-pillar covers, and the a-pillar covers single tabs broke. I had purchased the pillar covers so I was not totally concerned with removing them intact. Perhaps with great care and slowly working them out it could have been done without damaging the tabs, but I have my doubts on my build date of August '91 car. The plastic gets a little brittle after the years. The c pillar cover has four clip engaged tabs that point downward and three tabs along the window edge that fit into the three metal rectangles. See the pics below of the cpillar cover and the cpillar for a better visualization. The trick is to disengage the three tabs from the metal rectangles by bowing the pillar cover and then working upward and out slowly to disengage the four inserts without breaking the tabs that fit into the VERY tight clips.

In my case, I had to also remove the inner cell phone antenna mount. This was attached with double-sided tape, and I just pulled it off by twisting and pulling it. It was right up against the rear edge of the headliner, which must move backward about an inch to disengage from the rear mounting lip, so the mount had to come off. Radio Shack had 3M double-sided temperature resistant double-sided foam tape for reinstallation of the antenna mount. After cleaning the glass and the antenna mount, reinstall was easy. Getting all the old foam tape off was somewhat of a pain though.

The felt door-liner gaskets work as supports for the side edges of the headliner. In order to free the headliner from under the gasket, you can either pull the felt gasket from its slot, starting just in front of the coat hanger holes, or you can work the sunroof out of the gasket by pushing

down on it while using the putty knife to peel back the gasket while pulling the headliner out from under the lip of the gasket. If you decide to pull out the gasket, it is best to leave it connected at either end so that you don't have to stretch it to get it to run the full length of the door opening. By pulling out and down from the middle and leaving the ends connected you avoid having a "gap" at either end after reinserting it and not stretching it enough during re-install.

With all windows open, pull headliner down and free it to where the only thing holding it in is the rear lip. Sitting in car, grasp it at rear of sunroof opening and push it backwards to disengage rear lip. Then have helper maneuver it out of the car through the open windows. Set aside in a safe place, especially if you are going to recover the sunroof sliding felt panel. I used a product called SOF SOLE to clean off the old foam and glue on the back of the headliner fabric and the sliding sunroof cover after peeling them off. Then I washed the old headliner fabric in the washing machine on gentle cycle, warm water, and then let it air dry. Looked brand new. Then I cut it to match the old fabric that I had peeled off the floating liner, and used automotive grade spray carpet/fabric glue to glue it on. The trick is to just spray on enough glue for good adhesion without soaking the fabric. You might want to try it with the old fabric off the floating liner by gluing it to some cardboard, etc. first to see the proper amount. I didn't remove the floating liner until the headliner was installed and I had the sunroof mounts in the raised position. See my notes later on that.

Install sunroof mount clips on the new headliner with small lip facing inwards towards the sunroof opening, and the larger engagement lip facing away from the sunroof opening.

On my car, I did not need to cut a hole for the light-sensing wire running from the rearview mirror, but from what Mark R. told me about his 8, you may need to do this on your car. Check this after the old headliner is out and use it as a template for where

you need to cut if yours has a slot there. An Exacto knife would probably work best. You will also need to cut holes for the “Oh sh*t” handle before installation. I used the Exacto knife to do this, and cut the square hole just a tiny bit smaller than needed to make sure the insert was a tight fit. The new headliner should have a stencil on the backside showing where the cut needs to be made. Be careful, since on mine there were stencil marks on both the passenger and driver’s side, so be sure to just cut the passenger side openings for the handle. The coat hanger hooks’ holes were already cut. You might want to gently bend the rear engagement lip out a little bit along its entire edge to make it easier to engage the rear lip running along the top rear of the back window. I didn’t on first try, and found it to be a real pain to get it to engage the lip, so I pulled it back out of the car and bent the lip out a little to make a wider “engagement slot”.

With your helper or helpers outside the car, and you sitting in the car, position the new headliner in the car above your head and pull the wires through the openings for the visors, visor lights, and sunroof motor at this time. Now, have the helper(s) push up on the rear edge of the headliner by reaching inside the car, at the same time you should pull it forward to engage it into the rear lip.

Using a bright light source (or sunlight if during the day) your helpers should be able to see that it has engaged evenly along the rear edge, and the sunroof clips should now line up evenly all around the sunroof perimeter. If you have chosen not to pull out the felt gasket, peel it back and push the headliner under it all along the sides while your

helpers hold it up from the sides. If you have pulled the gasket out as I did, just slide the lip of the gasket into its slot and push into place starting at either ends in an alternating fashion and working towards the middle at about a foot at a time. I used the heel of my palm to gently “bang” it fully into place. Now push the sunroof clips into their slots. If they are all lined up correctly, then pushing up on the perimeter of the headliner’s sunroof opening will fully engage the clips all the way around. Mine all snapped into place easily. Your helpers are now no longer needed.

Reinstall the visor’s hardware and light panel and all associated electrical connections as well as the coat hanger hooks and the passenger OhSh*t handle. Engage the a-pillar metal tabs inside the long plastic inner edge of the a-pillar cover by squeezing it while pushing it into place and insuring the single tab goes into the clip. The felt gasket holds it into place on the outer edge.

Engage the c-pillar covers by squeezing them and inserting the edge clips (see picture) and pushing the 4 plastic tabs into the 4 rectangular clip holes. I did this WITHOUT using the metal clips since it is held in place by tension after it is no longer being squeezed, and by foregoing the metal clips I should be able to remove the c-pillar covers in the future without breaking the tabs. Replace the c-pillar lights.

Replace the sunroof cable cover. The torx screws had evidence of loctite on them, but with how often I remove mine, I didn’t use any. I tightened them down until they were well seated and then did one quarter turn to torque them down fully. Close the sunroof. Be sure the tab and notch

line up as per the repair manual. Now use the switch to put the sunroof in the “raised” position. Now, release the floating felt panel again by pushing the metal rods outward, and slide it back out of the way so that you can see along the entire edge of the sunroof bracket. If you are going to recover the floating liner with the fabric off of your old headliner, you will need to push the floating liner towards the front (while lifting on the drive cable/gate that holds it usually). Remove the front torq bolt and lift up the front gently on both sides and remove the floating liner by working it out. When reinstalling it, just do the opposite and be sure that you reengage it to the gate (see section 54 of the repair manual if you have it for specifics). Be sure to reinstall the torx bolts when done. Also be sure the “bore and notch” line up before you put the metal sunroof back on.

Insert the inverted metal “T” under the metal spring clip on the sunroof bracket, and make sure the metal sunroof screw holes are lined up with the bracket screw holes on each side. Tighten the front torx bolts fairly tightly, and the other two fairly loosely, but tight enough to hold the sunroof (barely). Close the sunroof to see if the sunroof lines up with the roof of the car. If not, then align it by pushing down or up on the sunroof gently until even. Put in raised position and tighten torx bolts fully. Close again to check alignment. Redo procedure if needed to align. In raised position, pull sliding felt panel forward until it clips into place. Test sunroof by opening, closing, and raising.

You’re done. Have a beer or two or three.

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By Roger Wray
Editor, E31 NEWS

2018 marks a milestone for us 8ers! With the introduction later this year of the new 8 series, it gives us the opportunity to again show everyone the beauty of the original E31. We are now "Officially" in spring time, and 8's are coming out of their winter hibernation. Time to dust them off and drive them.

In this edition we celebrate our E31 Chapter Photo contest. Thanks to all

of you who submitted photographs. We had 18 chapter members send in almost 90 great pictures. Congratulations to the winners.

Thanks to the many contributors of this edition of the E31 NEWS. It is your newsletter, so keep those great articles and pictures coming.

Again, if you plan on attending an event in your area, and want to

organize something to get 8 owners together, please let us know, and we can put the information out in the E31 NEWS as well as an email blast. Take pictures and write up an article for the newsletter. Here is your chance to be a famous author!

As always, it is the car that brings us together, but it is the people that make us who we are. Happy Spring!



Jeff Ivarson's 850

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