

E31news

THE INTERNATIONAL VOICE OF E31'S

BMW Car Club
of America
E31 Chapter



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E31 Chapter **BMW Car Club of America**

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2020 Upcoming Events

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On the Cover: George and Sue Whiteley's 850 CSi ready for Halloween
Taken in front of the Biltmore Estate

*By Henry Christoff
President, E31 Chapter*



Hello, E31 owners and enthusiasts! Since becoming president of our Chapter, I have received emails of congratulations for which I extend my thanks. We have, at present, an excellent E31 Chapter Board whose members offer a wide range of BMW experience and leadership to share with the E31 community. My goal is to make the E31 Chapter more engaging to our membership and the E31 community as a whole.

Several members have expressed concerns to our board regarding renewals of their E31 Chapter membership to BMWCCA. It appears that the IT folks at National have addressed those concerns and this has been resolved. See the information from National, also in this issue of the E31 News.

Upcoming events – the Chapter needs your help. There are many national BMW events that are well known to the E31 Chapter board and we plan to promote these events in our monthly updates and on our webpage. However, there are probably more local-to-you BMW events that we have no knowledge of and ask that you let us know what they are. These are events that you would attend. We'll post these events to our website. Events should be of interest to BMW owners and enthusiasts, and not just specific E31 or BMW only, although we do want to know about those too! Send your event info to me, pres@bmwccae31.com, giving as much specific information about the event as possible, including date, time, place and contact info. Thanks!

I just mentioned our E31 Chapter website. Webmaster Bob Bennett is working to give our website a fresh new look to be more engaging to E31 owners and enthusiasts. We have already seen changes to the "Upcoming Events" and "Home Page" sections, with more to come. This is a lot of work on Bob's part. I, and the board, am appreciative of his efforts! <http://www.bmwccae31.com/>

The response to the E31 Chapter 2020 Photo Contest has been fantastic – many excellent photos have been submitted. Winners will be announced shortly. Thanks to everyone who submitted photographs!

Is it too early to talk about Christmas? OK, maybe. However, often it is the best gifts that take the longest time to procure. When I purchased my 850i in 2011, my wife Kirsti went to BMW Classic in Munich (<https://www.bmwgroup-classic.com/en.html>) and purchased a BMW Classic Vehicle Certificate for my E31. The Classic Vehicle Certificate is a factory document that shows production and delivery details. I've framed mine and take it to car shows when I show my E31. It's a very cool gift- or to buy for yourself! Many of you are already aware of this service provided by BMW Classic, but if not check out their webpage for details. Here is the link to the PDF order form: https://www.bmwgroup-classic.com/content/dam/grpw/websites/bmwgroup-classic_com/services-&-shop/restaurierung-und-expertise/Order_Form_Certificate_engl.pdf

The E31 Chapter continues to receive positive comments regarding the content quality and layout of our E31 News newsletter. Those comments are due to the efforts of Roger. As most of you know, Roger was instrumental in establishing the BMWCCA E31 Chapter, the first Non-Geographic chapter in BMWCCA history. Today, there are five Non-Geographic Chapters. An excellent E31 ambassador, Roger is a crossroads of contact and exchange of information with E31 groups around the globe. With this in mind, I have asked Roger to be the E31 Chapter "Liaison: International E31 Groups and Enthusiasts". He has graciously accepted this additional responsibility and will continue with his editor/publisher duties of the E31 Chapter's E31 News.

Enjoy this issue.

A handwritten signature in black ink, appearing to read 'H. Christoff', written in a cursive style.

By Fern Mora

Harold "Hal" Compton 1942-2020



It is with great sadness that we announce the loss of our beloved friend and SoCalEight Board member Hal Compton who passed away from kidney and liver failure in August. His passing was sudden and without noticeable pain as he slipped away. He is in our thoughts and prayers and he will be dearly missed. Hal was a wonderful cheerful person who lifted us with his humor and laughter whenever we were together. He was a very dedicated member who never missed an

event. He always made our Wrenchfest, bringing us the Krispy Kremes he so loved. I am sure many of you know him and the cheer and joy he often exemplified. He was most instrumental in putting together all our great holiday events at the yacht club.

A life so beautifully lived deserves to be beautifully remembered. We want to give Hal a "thank you" for being part of our lives.

E31 BC 8s August Cars and Coffee

By Henry Christoff



August 30th seven E31's turned out for the BC8s Cars & Coffee, held at the Tim Horton's / A&W parking lot in South Surrey. The weather could not have been better and the breakfast items from Tim's and A&W the best. Social distancing for the event was in effect, some brought folding chairs others preferred to stand and talk. In addition to the seven 8 Series cars in attendance – Phil, Braxton plus a friend, Derek, John T, Glen, Wuffer and Henry drove their cars there; those attending without their E31s were Martin rode in on his BMW Motorrad, Arminder arrived in his Mercedes and his friend drove up in a black Ferrari 355, and Dietmar and Jean arrived in their Dodge Magnum wagon.



Braxton is one of the newest members of the BC8s group and it was good to see Phil at a Cars & Coffee event!



NEXT EVENT: The next BC8s event is Saturday, September 12th WrenchFest at Wuffer's Garage & Spa- 19950 46 Avenue Langley, BC. All E31 owners are welcome. Social distancing will be in effect. Bring a folding chair.



Doors open at 9AM. Bring your own snacks/beverages/lunch. Meet other E31 owners and discuss common problems. Come to work on your car, help someone work on their car or just socialize!



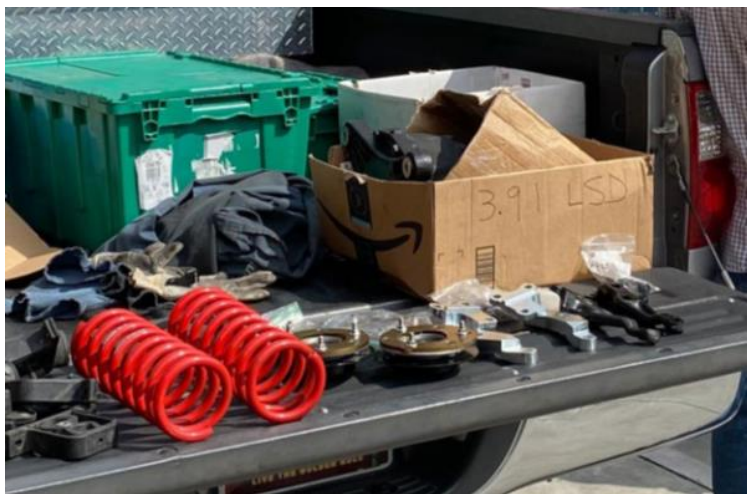
By Tom Jacobsmeyer



After a few tentative plans were laid...and dropped, we finally had our SoCalEights Wrenchfest #2, 2020. Originally, and traditionally, we hold #2 in August; a few bumps in the road delayed the event. The final signup list included 15 E31er's but as it turned out we had around 20 participants by lunchtime. Nice!



The feeling for this Wrenchfest was a bit different in that it seemed that the COVID times had cast a minor pall on the event...at least at first it seemed that way. Once things got moving and cars were getting wrenched, we settled into our regular syncopation. The parking lot was pretty much full by noon with other cars finding space on the street. Alec Cartio brought his very low mileage '97 850Ci to show off. He subsequently sold the 850Ci on Bring-a-Trailer for \$46,000. It was nice to see high dollar E31's in person. The winning bidder saw the car at Wrenchfest. This gives all of us a taste of where the market is for these desirable cars.



The guys from Arizona (Brian and Stefan) showed up with K-Bar sway bars and other goodies. To the right of the springs (see picture) are camber plates that can adjust your setup easily, and next to those is an experimental steering adapter that changes the steering geometry to improve steering response and turn radius. These pieces are available from the guys and if you are interested you can contact them at stefandwornik@msn.com with questions.



I had the K-Bars installed on my '97 840Ci and it took about 5 hours to make the installation. The front sway bar goes on easily, but the rear bar requires that the entire rear axle carriage be dropped to stuff the bar in the setup. The guys worked steadily on it and despite some complications with dropping the exhaust and rear end, it all worked out fine. I'm really happy with the result and can confirm that they do improve handling significantly.



Both bars are thicker than the CSI bars and result in a very steady handling feel. You can see the pic that the front sway bar is pretty generous. These cars are so heavy and have so much understeer that this size of the bar is required to reduce that effect. The bars also resulted in a barely noticeable but slightly firmer ride. I have original Boge shocks in my car so a firmer ride is a good secondary benefit. The car feels more planted than before the installation, roll is limited and front end response is noticeably better.



Other cars had various warning light issues and minor maladies. Gary, SoCalEights master tech, provided his computer for analysis and service on the warning light issues. One example of this service was for Beverly's car that was showing the SRS and CHECK ENGINE lights. Gary got the check engine light handled but the SRS light was trickier. Several members helped by pulling the steering wheel to make sure that nothing inside was pinched. At the end of the day Gary diagnosed it a slip (clock) spring problem.



There are two major things that we always provide: food (donuts, coffee, lunch) and snacks. Our Chef du jour, Mr. Steve, provided a tasty watermelon, great on a hot day, although it wasn't that hot... pleasantly warm unless you were in the sun. Mr. Steve also purchased a nice combination of cheeseburgers and hamburgers (all individually wrapped) for a sumptuous lunch. That along with chips and drinks rounded out the dining experience. Unrestricted use of hand sanitizer was made to ensure the safety of everyone.



SoCalEights also owes an annual debt of gratitude to Fab and his EF1 Motorsports shop. Fab allows us rather liberal access to his lifts and (most) of his tools and we appreciate it. We've been doing Wrenchfests at EF1 for almost 7 years now and it is one of our strongest traditions.



A little over a month ago we lost one of our SoCalEights board members to a long-term illness. Hal Compton was a great supporter of SoCalEights and the members. He never missed a board meeting and was always providing input into events for the group.





Hal's wife Beverly has been a regular attendee at many of the SoCalEights events and she will now take Hal's membership and put it to good use.



Beverly came to Wrenchfest and brought her good friend Terie. As it turns out Terie was very impressive with her knowledge of cars, repairs, and functions of these beasts. We may have to try to get an E31 and join up!



E31 BC 8s October 4th Cars & Coffee

By Henry Christoff



Foggy and overcast skies for the C&C and what may most likely be the last event of the season for BC8s. Folks started showing up at about 9:15AM. Four cars in attendance: Peter in his silver 850i (rare no sunroof!), Glen in his black 840Ci, Tom in his red 850i and Henry with his recent acquisition, a blue 1991 850i. John T and Dietmar arrived in non-BMW transportation.



Breakfast treats from the A&W were consumed – although they did not have decaf coffee! Peter had some recent work done on his car at Nixon Automotive and was sporting a new Super Sprint exhaust system. There was some discussion about the Thanksgiving Day drive from North Vancouver to Squamish to benefit the Squamish Food Bank, however it was learned later that morning the drive/event had been cancelled due to Covid-19 group gathering restrictions- understandable.

E31 When is a BMW M car not an M car?

By John Wiley
Courtesy, HAGERTY



© Provided by Hagerty Cars & Bids/Alec Cartio

The BMW 850CSi is not a car that most people know. Even BMW fans might not have heard of it or seen one. Only 225 examples were sold in the U.S. when the car was new, although some 1,510 were produced in total. What exactly makes the 850CSi so special, and why did one recently sell for \$147,500?

BMW has enjoyed market success selling sporty and elegant coupes since the late 1960s. Starting with the 2800CS coupe in 1968, the E9 generation cars would eventually include 3.0 CS, 3.0 CSi (with injection), and the lightweight 3.0 CSL racing car homologation special. With their inline six-cylinder engine and pillarless coupe body style, the cars have become highly collectible. Hagerty price guide values for the E9 coupes are up an average of 92 percent over the past five years.

Faced by a growing number of emission and safety regulations, BMW introduced the E24 generation 6-series in 1976 as a replacement for the E9. Bigger, brasher, and with a Seventies-appropriate B-pillar between the windows, the Six kept many of its predecessor's same desirable features, such as a range of inline 6-cylinder engines, and was in production for 14 years. By 1984, however, BMW had already begun work on its replacement, which would become the E31 8-series.

The new car would benefit from a confluence of BMW's engineering projects. It was introduced in 1990 as the 850i, featuring the new 24-valve, 296 hp, 5.0 liter V-12 (code name M70). It also had an available six-speed manual, and it returned to the pillarless coupe body style of the E9. While the 8-series later appeared with a V-8 as the 840Ci, and even a six-cylinder 830i was considered, the

spacious engine bay meant BMW could introduce even higher-performance versions.



© Provided by Hagerty Cars & Bids/Alec Cartio

That responsibility would fall to BMW's M division. At the time, it had only two engines to its name: the 24-valve inline-six (known as the M88 and S38) first appearing in the M1 in 1978 but later in the M5 and M6 as well, and the S14 4-cylinder engine based on that six, which was available in the E30 M3 produced from 1986-1991. The M70 V-12 of the 8-series allowed the M division to consider something that would move the goalposts. They did it too, with the prototype M8, which featured a quad-cam 6.1-liter

48-valve V-12 named the S70/1. It made approximately 600 horsepower, but BMW decided that was too much for one of their road cars. The S70 would find its forever home in the iconic McLaren F1 as the S70/2, but the 8-series needed something in-between.

Enter the 850CSi



© Provided by Hagerty Cars & Bids/Alec Cartio

Returning to the single-cam-per-bank 24-valve M70 engine, the M division upped the displacement to 5.6 liters by increasing the bore by 2 millimeters to 86 and the stroke by 5 millimeters to 80. Renamed the S70B56, the engine now boasted 376 hp. This engine, along with other changes such as a revised body kit, lowered suspension, and BMW Motorsport door handles, yielded the 850CSi — a nice touch of a name, recalling for the American audience the beloved 633CSi of the Gordon Gekko era rather than the unpopular and slightly somnolent 850i. If it seems like the M division had their fingerprints all over the 850CSi, it is because they did. It was built by the division, as evidenced by the vehicle identification number (VIN) prefix WBS, as opposed to regular production BMW VIN prefix of WBA.



© Provided by Hagerty Cars & Bids/Alec Cartio

The low production numbers and convoluted origins of the 850CSi meant it was off the radar of most collectors for much of its life. For a long time, the market considered it in the same bracket as

the 928GTS, another product-improved version of a big coupe at the end of its rope. However, last year two examples with very low miles (or kilometers) sold for \$238,280 and \$184,800, respectively, at RM Sotheby's auctions in London and Amelia Island. That makes the example sold by Cars & Bids for \$147,500 the third most expensive example, and the best result for an online auction.

What does it take for someone to bid well over six-figures for an 850 CSi? The car must be in excellent condition, but the Cars & Bids example also featured an unusual exterior color and interior color combination. Techno Violet may sound like the name of a Bond Girl (h/t Andrew Newton), but it was one of BMW's more daring colors in the 1990s. It often appeared on the small E36 M3 of the era, making its choice for the bigger 8-series unusual. So unusual that only 13 E31s were painted that color. The Lotus White and Daytona Violet interior on this car makes it unique.



© Provided by Hagerty Cars & Bids/Alec Cartio

Hagerty price guide values for the 850CSi have more than doubled in the past five years as collectors have caught on, and the condition 1 value is now \$208,000. Will the model continue to appreciate? Given the CSi's pillarless styling, big V-12, manual transmission, and elegant styling — all qualities increasingly absent from the marketplace — it looks likely.



© Provided by Hagerty 1995 BMW 850CSi front three-quarter

E31 New BMW M8 vs. E31 8 Series

By Steven Paul

Photos courtesy of BMW AG, BMW BLOG, EnthusiastAutoGroup
Courtesy BMW BLOG

New BMW M8 vs. E31 8 Series – Which One Is Worth The Money?



The current BMW 8 Series, while arguably suffering from an identity crisis, represents the cutting edge of what BMW can offer – the newest technology, the most power, the finest luxuries, and of course, the highest MSRP. So, why then, did someone decide that the 8 Series from 1995 is worth even more than an M8 Competition, the “best” modern 8 Series money can buy?

Surely, this decision defies logic. The M8 Competition boasts a twin-turbo V8 with 617hp, all-wheel drive, and consistently runs a 10 second quarter mile time. In contrast, the 25-year-old E31 8 Series offers up barely 400 hp, only powering the rear wheels, and on a good day might run a 13 second quarter mile time. So, what gives?

The players

Let's identify the contenders here: in the retro corner, EAG's euro-spec, incredibly rare Tobago Blue 850CSi, offered in “Euro Spec”. Hot on the heels of the record-breaking sale on Bring a Trailer, EAG has come up with something arguably even more special.

While beautiful, the BaT car presents in a fairly pedestrian Arctic Silver Metallic, over grey two-tone leather. EAG's car is finished in

beautiful (and rare) Tobago Blue, with a matching blue and black two-tone interior that draws parallels to the desirable E39 M5 “sport” interior.

Being a European spec car, it also receives a standard black trim – replacing the wood trim present on the silver car. Every 850CSi made is equipped with a six-speed manual paired to the S70B56 V12 engine.

Old BMW heads will recognize the S70 engine denotation as important for two reasons: for one, it has received an “S” engine code, assuring that BMW's Motorsport division had a hand in development. The second reason – the S70 (in a much different form) ended up in the famed McLaren F1 and BMW's V12 LM cars (S70/2, and S70/3, respectively).

Talk about an extended family.

In the new school corner, let's go with what nearly \$150,000 gets you today from BMW. You can't build a 2021 M8 coupe right now, since production has been suspended for the current model year. But if you could, you'd end up with a 617 hp, twin turbo V8 monster.



The S63 engine powers all four wheels through a quick shifting ZF-sourced 8 speed automatic transmission. On top of that you have configurable RWD, a 0-60 time that belittles some of its “sports car” constituents, and massive 275/35 and 285/35 tires at the front and rear, respectively.

Furthermore, the M8 gets a bunch of advanced tech, like impressive Bluetooth connectivity and voice commands, and even some trick cameras and sensors that allow the car to drive itself in traffic and park itself. Also, it runs on the tears of Tesla owners and in early emissions testing, only emitted solid gold bars.

I probably should’ve double checked that last part. Regardless, the old 8 Series gets a cassette holder, so, they’re about even.



The fight, and some backstory

From a performance standpoint, it’s clear the new M8 is quite the ringer. The new 8 is faster, more aerodynamic, and at first glance does all the “performance car” things more correctly. But since the vast majority of us aren’t Dominic Toretto, what happens after you’re living life a quarter mile at a time? Well, the 850CSi gets a manual transmission, so that certainly makes the drive just a little bit more rewarding. Usable power (as far as what you’ll use most of the time) on the cars is, realistically, very close. A naturally-aspirated V12 is a lot more novel than a twin-turbo V8 these days, so I’m going to give the “sound” award to the older car, too.

The old car weighs a bit less than the new one as well, tipping the scales at just a bit above 4,000 lbs, while the new one is, conservatively, about 500 lbs heavier. Arguably, both are a bit heavy but at least the 850CSi is trying.



Furthermore, EAG’s Euro-spec car even received an early version of BMW’s all-wheel steering system, dubbed “Active Rear Axle Kinematics”, or ARAK. There’s a fascinating and extremely technical article about it elsewhere on the Internet if you have the time, but here’s the condensed version.

The suspension was designed from the ground-up with the idea that high G forces are exerted on the suspension and wheels during performance driving, mostly predictably. This system was designed to counteract those forces intuitively.

In conjunction with the natural weight transfer that happens when making high-speed steering corrections at speed, and the natural flow of air at speed, BMW’s integral rear axle design allows the suspension to electro-hydraulically “auto-correct” and point the rear wheels in a more aerodynamic and precise manner, reducing oversteer and maintaining predictable handling, based on those external factors.



On the racetrack, this allows for a smoother power out of the apex and enhances stability through the corner’s exit, and more precise turn in at speed. Cars equipped with this system repeatedly bested their lesser-equipped counterparts during preliminary testing around the Nordschleife.

Not bad for the 1980s, which was when this system first started R&D procedures.



In a bit of an ironic twist, the new 8 Series also offers available four-wheel steering – but not on the range topping M8. Still, the M8 receives all the traditional driver assists that made the aforementioned engineering eventually obsolete. Namely, ASC+T (Auto Stability Control + Traction) and anti-lock braking systems.

An important distinction is that ARAK allows for less intrusion into the power delivery, focusing primarily on suspension movement and air flow, whereas the newer, more cost-effective models meter power based on braking input and limiting engine power. All things equal, an experienced driver will generally be faster around a track with the ARAK system than with the new-age nannies.

But the bean counters won, and with the cost of implementation lower (and eventual move to electronic power steering), the expensive ARAK system gave way to ASC+T and the like. Another almost prophetic example of cost cutting measures impacting the driving experience.

Styling

This one's a bit difficult. The current M8 is mostly a hit, with most praising its wide hips and generally slippery-looking design. OEM wheel options are good, and the interior is well appointed and still feels like an event. However, some people think it's a Mustang.

We'll give it an 8/10 here. Interior options are nice, and it even gets a Night Blue over Ivory option that looks a lot like the old 850CSi interior, but with a little brighter color. It isn't bad, but...have you seen EAG's car?



The 850CSi EAG offers one thing: panache. The pop-up headlights, the quad exhaust (as far as I know, the first BMW stateside to offer that), the pillarless doors, and a *blue* interior?! Where do I sign?

Mostly analog controls inside represent the best of the mid-90s, but it does have the little on-board computer that happily asks you if you remembered to turn off your headlights, and will even offer up error messages and return statistics like fuel economy and outside temperature. SCIENCE!

The Votes Are In

I'll go out on a limb here and say my target audience agrees with me – the old 850CSi is an irreplaceable piece of history and EAG's Tobago Blue car will absolutely be worth every penny it commands when it does sell – even if it's above the massive MSRP of the new M8.

The thoroughbred S70 V12 underneath the hood alone solidifies the 850CSi's place in the pantheon of driver's cars. Paired with a manual transmission, unmistakably vintage (but good) looks, rare color combination, and an obscure four-wheel steering option most never knew existed, and you've got more or less a sure bet on appreciation.

Did I mention it's one of only 1510 worldwide?

Though the current M8 may be on its way there too, especially with production being cut for 2021, it still won't ever get a manual transmission and effectively remains the same car as the F90 M5 underneath the sheet metal – reducing collectability and diminishing the “specialness” there.

Don't get me wrong – I wouldn't daily either of these cars. The 850CSi is clearly too valuable, and the M8 is entirely too much car for me. But as a weekend driver, or seventeenth car, or even (ugh) as an appreciating asset – I'd put my money on the 850CSi every time.

Every day we near the realization of a brave new world of hybrids and EVs – one that wasn't even a hungover morning – after thought when the original 8 came to production. And that only solidifies the 850CSi's place as an idol to the elements that helped make BMW the ultimate driving machine.



E31 German 8ers visit the Mercedes Museum for Cars & Coffee

By Daniel Wäschle



On September 13, 2020 the German 8ers attended the Cars & Coffee open event for “youngtimers” hosted by the Mercedes Museum in Stuttgart. The weather was great, so 8 8er drivers met in front of the Museum on Sunday morning. We met around 9:30 am and drove in a convoy into the parking area. The spot reserved for us was already taken, so they set us up at the entrance where everyone could see us.



After a few conversations with one another, we were able to look at the other great cars.





This particular Sunday was a special event hosting all MB trucks and Unimogs from southern Germany. More than 120 vehicles came out of this. An interesting variety from the first models to today's Unimogs was all represented.



There was also a 635csi vehicle from our group. He wasn't allowed to stand next to us!



After all 8th cars were parked, and that can take a while... we could drink a coffee.

A nice Alpina from fellow 8 owner Dieter was also here.



When the event was finished, we left the parking area in a convoy around 12 o'clock and drove to lunch. It was nice to meet again and to see how the others are very interested in our 8 series. Many were amazed at the good condition of the cars. There was a lot of praise.



Many thanks to the Mercedes team for taking the trouble to organize such a great meeting.



E31 A Very Special BMW in Karlstadt

By JÜRGEN KAMM

Originally published in the Main-Post Newspaper, Wuerzburg, Germany



Ready for the big exit the BMW in the Karlstadter Hauptstraße

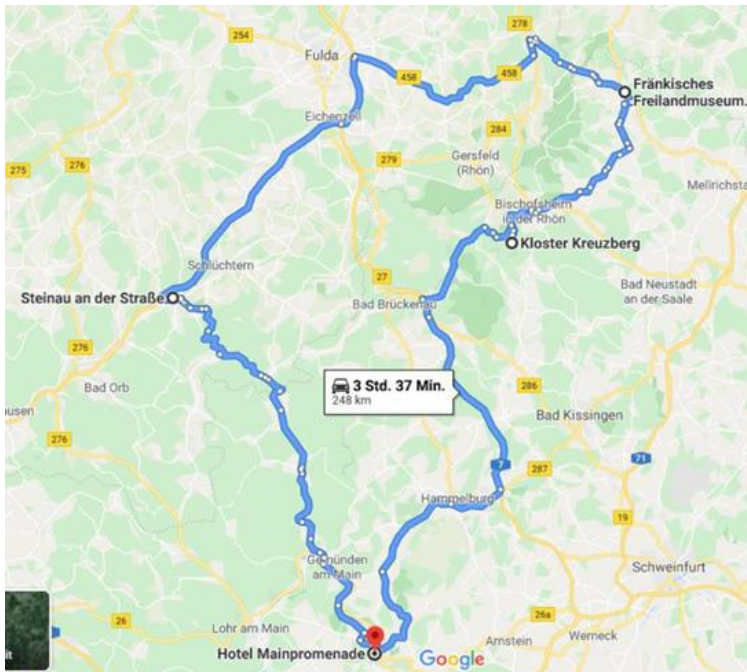
The members of the Eight Club came from all over Germany and Switzerland to Lower Franconia and the city of Karlstadt, where Raphael Gebel guided them through the capitol district.



On Saturday morning over 20 beautiful examples of the 30-year-old expensive BMW model were admired on the marketplace plaza in Karlstadt. The talk was of the "eight", or more precisely, the E31. This year, the "Eight-Community" chose Karlstadt for their international meeting; the participants came from all over Germany, some even from Switzerland.

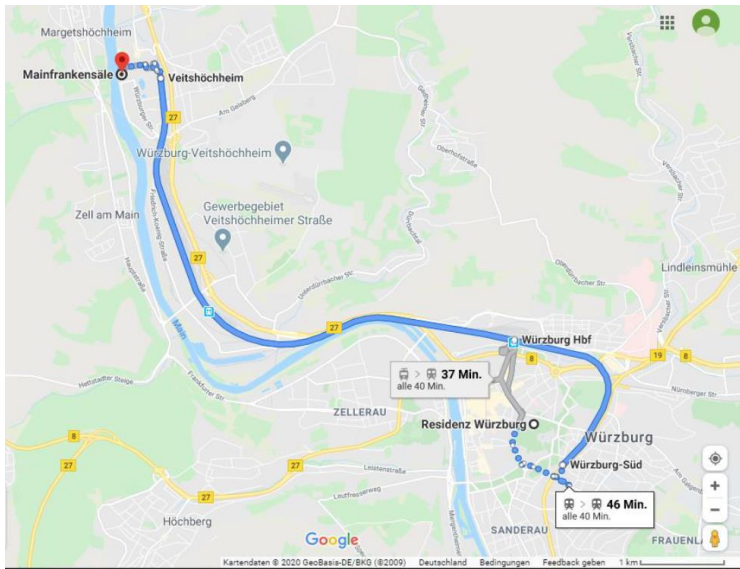


Co-organizer Raphael Gebel met a member of the rather exclusive club in Karlstadt by chance five years ago. The 8er community has about 200 active members in Germany, Austria and Switzerland. In the online forum (8er.org), there are about 600 active members. As a lei-denschaftlicher driver it was an honor for Raphael to bring the meeting to Karlstadt and help with the organization. The participants stayed at the Hotel Mainpromenade. On Friday, during an excursion to Veitshöchheim and Würzburg, our visit included a tour of the Residenz. On Saturday there was a big trip which led through the Spessart to the Rruder-Grimm-City Steinau an der Straße and then into the Rhön with drives through the flatlands and on to the mountain of the Franconians, the Kreuzberg.



The E31 coupe is an exclusive vehicle. It was never cheap, and the spare parts have become very expensive. In 1989, it was introduced with an entry price of around 140,000 D-Mark and was deliveries began in 1990. Up to its discontinuation in 1999 a total of almost 32,000 vehicles were built. In 2015 only 3052 would be registered in Germany.





Under the hood of the BMW 850i was the twelve-cylinder engine (V12) with five liters displacement and 220 kW (300 hp) already in use in the 750i. More than 20,000 buyers chose V12 version in the 850i or 850 Ci. From the late summer of 1992 the more powerful 850 CSI with 280 kW (5.6 liter) and a self-steering rear axle was offered. The 850 CSI allowed the rather large and almost two-ton coupe to go around corners faster than a Porsche.



This was followed in the summer of 1993 by the 840i with a V8 engine (210 kW, four-liter capacity, from 1995 4.4 liters). At the meeting in Karlstadt there was even an Alpina B12 on display, from which the Alpina company from Buchloe only made 154 pieces (97 B12 5.0, and 57 rarer and more powerful B12 5.7 models).

A special feature of the BMW V12 engines like the M70 is, besides the aluminum alloy, that it ultimately consists of two six-cylinder engines, which share almost only the crankshaft and the fuel return flow into the tank. Each cylinder bank has its own fuel supply, injection and ignition system and an exhaust system with regulated catalytic converter. There is even the possibility if in the event of an emergency, a cylinder bank can completely shut down, while the other side continues to work so the auto could complete the journey in "Limp Home Mode" and not be stranded.



The E31 8 series construction has always been polarized by fans who speak of a piece of cultural history and rave about the smoothness of the whispering or bubbling engines (the V8 and V12 engine lines enable almost perfect mass balance), while critics are annoyed by the great effort involved in production and fuel consumption.



The co-organizer of the meeting, Raphael Gebel, can only dream of the former luxury car. So that he did not have to lead the column of upper class E31 Coupes with his company car, one of the participants from Switzerland lent him without further ado a newer BMW M6-Coupe.



E31 Munich "Münchner Stammtisch" 33rd Meeting

By Wolfgang Hofmann

Despite the changeable weather, 27 participants met in Hallbergmoos near Munich, for the 33rd Munich meeting with 13 BMWs of the 8 series and various other cars. A participant from North Rhine-Westphalia covered the longest distance with 556 km. It is not uncommon for 8-series owners to come from regions that are even further away from Germany, Austria or Switzerland.

This time, in addition to the regular participants, newcomers were also there.



In recent years, friendships have developed among the participants who are regularly at the Munich meetings.



Despite the Corona crisis, the mood was good and conversations around the 8 series were held into the night and some valuable tips about maintaining and repairing the BMW E31 were exchanged.



Finally, I would like to introduce the team behind the Munich meeting. These are:

Andy - Bricklayer77

Alex - MUC8

Marc - Jeron

Martin - Tino 850CSI

Albert - AH840er

Wolfgang - Wolf 850

Best regards: Wolfgang

By Terje Nordhus

Club E31 Norway



This is a special year as we have no tour's or meeting's planned. Plan as to have a few short local meeting's but the Covid situation stopped any plans to proceed , now it seems we actually can plan something later as restrictions are being lifted.

There is also many cars undergoing heavy restoring and rebuilds, including my own last project an 91-850i that hopefully will get painted this year. Activity and discussions are on the "local" Facebook side BMW 840/850 / Club E31 Norway where projects, parts, help, tricks and tips are shared.



We will see and hope we can arrange at least a short one activity in Norway for the 8ers. The number of 8s are high compared to the small population of Norway - we have approximately 185 E31's here and a population of 5million. I see this year quite a few car's changing owners, and younger enthusiast are buying them. This looks like a new trend and those selling have had the cars for a long time.

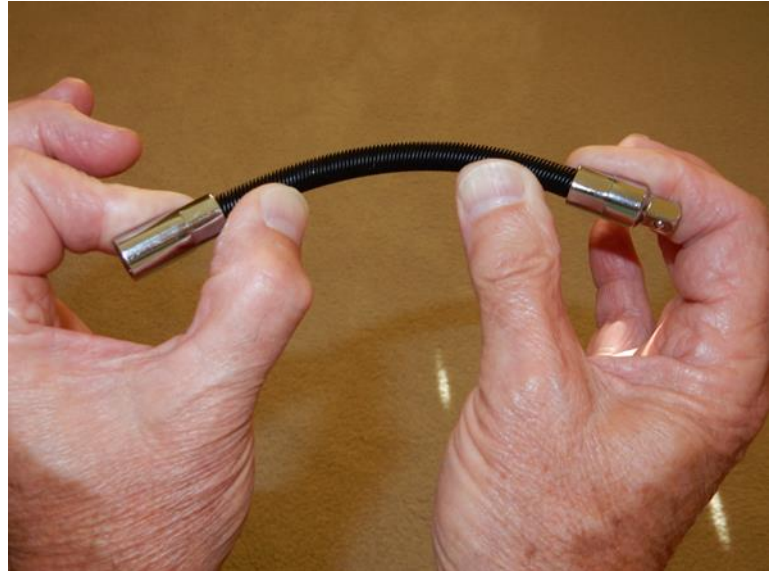


This is also a site with many International members and we today count 896 members on the Facebook side. Any 8er interested persons worldwide are welcome and we have a very good tone there.

E31 Replacing the rear fuel pump hoses

By Henry Christoff

I recently had to deal with the dreaded issue of fuel smell entering the passenger compartment of my 1991 850i (CB72899, Calypso Red with Light Parchment, and optional sport seats). Naturally, I first checked the fuel hose clamps under the hood. In August of 2019, I replaced my valve cover gaskets, did the mo-jo on the intake gaskets, installed new vacuum bits and fuel lines and clamps. All clamps under the hood were tight and no seepage showing. Next, I pulled the rear seat out to gain access to the fuel pumps. When I removed the fuel pumps cover, I knew I had found



the source of the fuel smell. One of the clamps on the hoses to the fuel pumps was weeping. I removed the old clamps and replaced them with new, high quality units. I am sure many of you have had to do this job, and found it to be frustrating to access those pesky clamps under the seat floor. To solve this access issue, I purchased from Amazon a 1/4" drive flexible extension. See photos. This made the difficult access easier. Of course, I'm probably the last one in the E31 community to know about this neat trick! Hopefully, the flexible extension idea will help others.

E31 3 Do's and Don'ts for cleaning your engine compartment

By Kyle Smith

Photos from the 2018 E31 Chapter Photo Contest!

The fit and finish of a car's exterior often gets all the attention, and most gearheads will debate polishes and paint protectants for hours on end. If you want to find who is really detail-oriented at a car show, don't look at the hood—look under the hood. A spotless engine bay is tough to achieve and even harder to maintain. It's worth it, though, because a clean engine compartment is not only attractive but also conducive to spotting any leaks or issues when they start, rather than leaving them to be camouflaged by grime.

If your engine is a dingy, oily mess and you want to bring it back to a respectable condition, here are a few tips.

Don't: Be quick to take things apart

Do: Take a "before" picture

If the engine is running smoothly, I'm hesitant to take anything apart to clean it, and I'd recommend you think the same way. The old adage of "if it ain't broke, don't fix it" has treated me well for many years. However, to get a deep clean you must dive deep. Before you start, grab your camera and snap a picture.



Even if you have a great memory and a wealth of reference materials, a photo can still prove invaluable. Sometimes, all it takes is a simple glance at a “before” picture to know where that hose with the weird bend was attached. It also serves as great evidence of the improvement you make.

Don't: Go crazy with the “engine cleaner”

Do: Use chemicals appropriate for the job

It's on a shelf at every auto parts store—you'll be tempted to grab that aerosol can of foaming degreaser and pretend you are the greatest graffiti artist known to man as you fog the entire engine compartment. Don't do it.

Aerosol engine cleaner works great for engines that are very heavily soiled, but most of the time that stuff is overkill. It's also deceptively involved; if you don't rinse off all the residue, it will cause corrosion. Instead, spend a little extra time by using a few clean rags, spraying your detailer of choice on the rag, and simply wiping away the dirt. I typically start with a quick detailer and, if the grime is stubborn, I progress to more aggressive chemicals like brake or carburetor cleaner.

This more time-consuming process has two benefits: It prevents chemicals from forcing their way into nooks and crannies they shouldn't be in, and helps you become familiar with those same nooks and crannies. Seeing a lot of oily buildup in one spot? Investigate to see whether there's a leak that needs to be cured.

Don't: Grab the pressure washer

Do: Use the garden hose

If you need to wash off the grit and grime, resist the urge to reach for the pressure washer. Both a home pressure washer and the wand at a local DIY car wash will eject water at a dangerously high pressure and threaten just about any part of your engine compartment. The jet can easily push past gaskets, into electrical panels and connections, and also into grease fittings.



If you discover the engine compartment is so filthy that a rinse-down is needed, take the time to seal all electrical connections and crankcase openings (the oil fill, for example) before using a garden hose. If the garden hose doesn't provide enough pressure, gently scrub with a soft bristle brush to break the gunk free.

E31 Membership Renewal Tips



From BMW National

When it comes time to renew your membership to the E31 Chapter, the process differs slightly from renewing your membership at a traditional geographic chapter. At the time of renewal, the CCA website will default to the geographic chapter based on your home zip code.

We've heard of at least a handful of instances where membership renewals have been errantly processed to the geographic chapter rather than the chapter(s) you've chosen previously. So to help ensure your renewal gets processed correctly, when you renew on the BMW CCA website, there are two possible methods depending on how your chapter membership(s) should be selected:

If the E31 Chapter is your Primary (or only) chapter, remember to uncheck your geographic chapter and select the E31 Chapter.

If the E31 Chapter is a Secondary chapter and you have a geographic chapter as your primary, simply remember to select the E31 Chapter in addition to your Geographic/Primary chapter.

You also have the option to call the National Office to process your renewal, or to have them correct an improperly processed renewal. If you call in your renewal, simply tell the helpful folks at the National Office which chapter(s) you prefer to be associated with and that is it!

The National Office can be reached at 864-250-0022.

E31 The E31 Chapter Apparel Store

BMWCCA E31 Chapter has teamed up with the team at Queensboro Apparel so members may purchase E31 Apparel. Ordering is easy. Simply choose the item you want in what color you wish and place the order. The great people at Queensboro will fill the order, and ship it to you. It is that easy!



Be sure to visit our Chapter Apparel Website:

<https://bmwccae31.qbstores.com>
for chapter apparel.

<https://bmwccae31.qbstores.com>

*By Roger Wray
Editor, E31 NEWS*



Could someone please just slap me across the wrist. I do not know what has happened, but it is already fall! The Chapter has gone through a successful change of President and Secretary, without debates, crazy TV ads, and all the other stuff we are currently going through. We welcome Henry as our new President, and Kirsti as our new Secretary. We also thank Steffen for all the behind the scenes things he has done over the past 3 years as our outgoing President. Sorry Steffen...but the retirement pay isn't much!

With all that we as a country, and as a world for that matter, have had to deal with, get-togethers have been somewhat limited, and distanced. Internationally, the German club has been active this summer, and you can read about their meetings in this edition of the E31 NEWS. It is great to see our International content, as everyone likes to see what others throughout the world are doing.

Henry has followed on in Steffen's footsteps by continuing work with BMWCCA on the renewal process, and it looks like the efforts have paid off resulting in smoother renewals. BMWCCA has added 3 more non-geographic chapters, the 2002 Chapter, the X Chapter, and the M Chapter. BMWCCA learned much throughout our process of becoming the first non-geographic chapter, and has applied the lessons learned to streamline the process for other non-geographic chapters to follow. The renewal process is one example of issues that were inherent in the old system of membership renewal when everyone was geographic.

Please note in this edition the passing of Hal Compton. He was a very active member of SoCalEights. I had the pleasure of meeting Hal at the 2013 Left Coast 8-Fest, and he was a true gentleman. I know the folks in SoCalEights will miss him, as well as everyone in the 8 community.

I know with the COVID situation we have all been facing, we have had extra time at home. Many of us have taken advantage of this to do some wrenching on our 8's. I know that personally I have spent quite some time under the car, and have really appreciated the help other 8er's have given me. Our community is always willing to help with advice or experience. Over the years I have done a lot of my own work, but it is always beneficial to be able to call or text a friend for advise. We're all one big community, and better for it. A BIG Thanks for all of you who take the time to help others.

If you are planning on putting on an event, send the information to Henry so it can be placed on the website. When it is over, send me some pictures and a write-up so I can include it in the E31 NEWS. And, as always, please remember it is the cars that bring us together, but it's the people that make us who we are. Please continue to be safe!

A handwritten signature in black ink that reads 'Roger'.

MORE SMILES PER HOUR.



**BMW Car Club
of America
E31 Chapter**



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