



Happy New Year 2016



E31 Chapter BMW Car Club of America

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newsletter@bmwccae31.com

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2016 Upcoming Events

SoCalEights WrenchFest, February 6

<http://socaleights.com>

BC 8s WrenchFest, April (date TBD)

wuffer@shaw.ca

E31 at Monterey, August 19 - 21

fern33@aol.com

On the Cover

BMW 8 Series Art Car at the Petersen Automotive Museum. Photo by Chapter Member Kirsti Christoff. The 1994 E31 Art Car, designed by the British painter David Hockney, is based on a US 1994 850CSi. CD00150 is one of three US S70's that came in the color combination Alpinweiss 3 (300) / Lotusweiss (0498).



BMW Factory in Greer, South Carolina as seen through the Hood Headlight Opening of an E31

*by Roger Wray
President, BMWCCAE31*

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Happy New Year! It is hard to believe that 2015 has come and gone. It was a good year for E31s everywhere. Local groups have been having a good time together and enjoying the comradery that owning an 8 series brings. The chapter continues to get items completed. Our non-profit status was finalized in 2015 after 18 months of work. Our BMWCCA advancement for all the legal fees and documentation to become a Chapter has been paid off in full, and back expenses have been paid off other than some of the residual expenses associated with the website.

2016 promises to be an exciting year. We are leading up to the E31 Monterey 2016 event, as the E31 Chapter members and 8 owners everywhere look forward to celebrating the 100th Anniversary of BMW over the Monterey weekend in August. We hope to see many of you there!

Enclosed is an article from 8Coupe.com on a Milestone reached in 2015. Over one-third of all E31 Coupes produced have now been registered and archived. Congratulations go out to Reinhard and the 8Coupe Team.

Additionally, BMW 8 Club International (B8Ci) has launched the new international website (www.b8ci.org), and BMWCCAE31 is proud to be the official North American representative organization, as BMWCCAE31 is officially

recognized by the International Council of BMW Clubs as well as BMW Car Club of America. We have 3 members on the B8Ci council board of directors, Steve Cohen, Tom Carter and myself. Separate from BMWCCAE31, B8Ci board members strive to represent 8 owners worldwide, and present a unified voice to BMW AG for continued support of the E31 8 Series.

On the North American front, we are in the process of drafting an official letter to BMW NA for several items which are NLA, and impact owner's ability to safely own and operate their E31. Once the process has been completed and sent to BMW, we will share the full letter with everyone.

Thank you for continuing to support BMWCCAE31. With the mutual support of local groups and owners, combined with the recognition and backing of BMWCCAE31 as a Non-Geographic National chapter representing members throughout North America, we all benefit.

Remember – it is the 8 that brings us together, but it is you, the members, who make us who we are.

Thanks again for supporting BMWCCAE31, and Happy New Year!

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



8Coupe.com Reaches A New Milestone

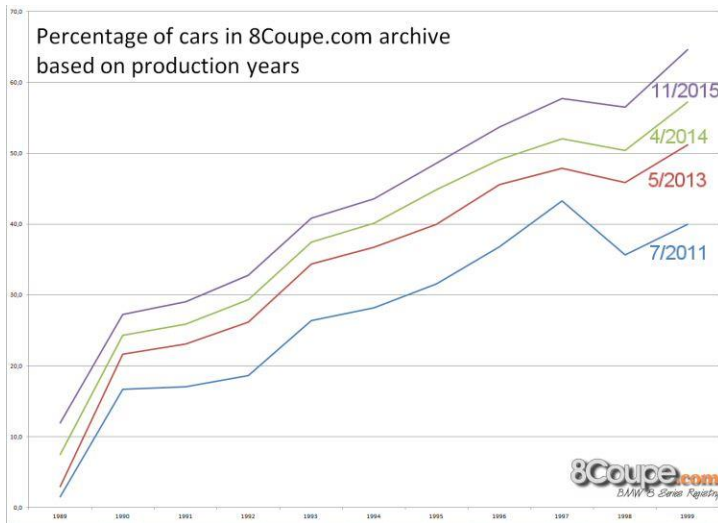
by Reinhard Wolf

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8Coupe.com, the BMW 8 Series Registry, Archives 11,111 E31s!

Eighteen months after passing the 10,000 cars milestone we are pleased to announce that the 8Coupe team has managed to again add more than one thousand new 8ers to the archive which on this 11-11 coincidentally holds data for 11.111 8-series cars.

The overall *per annum* distribution did not change significantly and we now see more than 50% archived for the production years from 1995 onwards with the maximum at near two thirds for the last production year 1999.



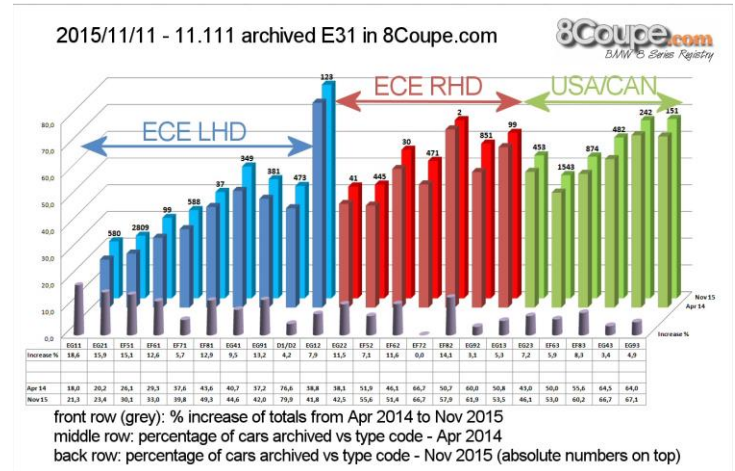
Percentage of archived cars by production year. Comparison between 07/2011 (7.000 cars in archive), 05/2013 (9.000), 4/2014 (10.000) and 11/2015 (11.111)

Low percentages coupled with high production numbers still result in high absolute figures. The early M70 (EG21, ECE, Auto, LHD) is now at 23.4%, more than 10% below the average but with 2809 cars archived by far the highest count. Second in line is the NA spec M70 Auto (EG23) with 1543 cars archived which correspond to 46.1% - 10% above the average of 36.2%

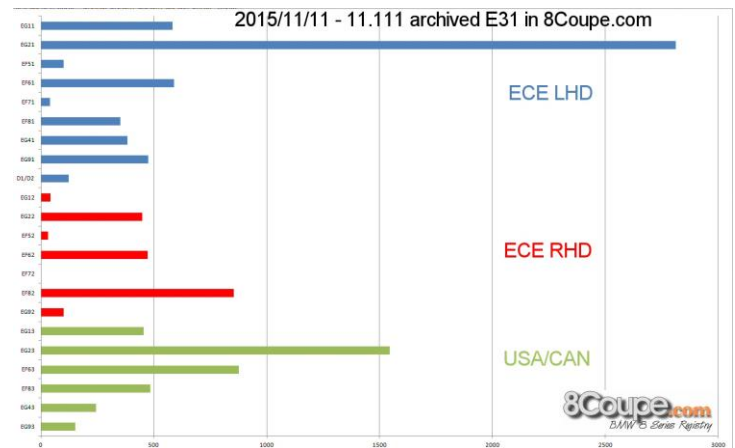
As expected the frequency of new additions has dropped down significantly and more and more time is required to add data to cars that have been archived earlier. As a consequence the annual increase has seen a drop from averaging in excess of 1.000 cars up until 2013 to ca. 850 new additions in 2014 and an estimated 600 cars during 2015.

The strongest increase on a percentage basis can be seen for those type codes where the largest numbers are still missing. Overall percentages for early build years remain low due to

the comparatively large numbers of cars produced between 1990-1992.



Increase rates by type codes compared with percentage of cars archived in 4/2014 (10.000 cars archived) and 11/2015 (11.111 cars)



Absolute numbers of cars in archive by type codes / delivery regions

The 8Coupe outlook and a new milestone:

We are now "only" 1100 cars short of the next significant milestone. It seems realistic that the 8Coupe team can reach the 40% archived milestone (12249 cars) before the 8-series turns 30 in 2019. We will hence drop the long active "one-third" milestone and continue to strive towards that new goal.

Where is the 8er going next?

The past year seems to indicate that the time of appreciation is coming - finally. This may be attributable to a general trend towards vintage cars where (in Europe) Porsche and Mercedes-Benz are leaders of the pack by a wide margin with other marques following suit.

Judging from favorable reviews of the past years and the 8-series climbing up in the ranks of desirability some of the specimens of the E31 range are already reaching for the stars. Especially the top-end CSi and even more so its close relative, the much rarer Alpina B12 have seen significant price hikes

and average asking prices are at times multiples of what was seen in the years past. ECE M73 and M62, especially when outfitted by BMW Individual are also very much on the rise and start to find appreciation in a similar fashion.

8Coupe.com Registry Team
November, 11th 2015



Editor's Note: If you have not registered your 8 with 8Coupe.com, please do so. 8Coupe.com is the worldwide registry for all BMW E31 cars, and is a wealth of information. Please go to <http://www.8coupe.com> to register your 8!

How to Go 3 Rounds with a Cat

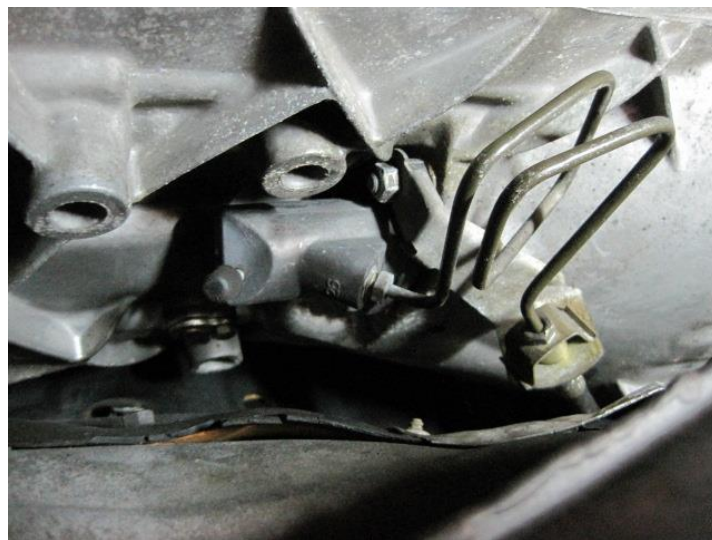
by Roger Wray

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How to go three rounds with a cat, otherwise known as how to replace the clutch hydraulic hose between the Clutch Master Cylinder, and Clutch Slave Cylinder.

Recently I had to change the clutch slave cylinder on the 8. This was necessitated when one day I pushed down on the clutch only to find that the pedal went to the floor, and I could not get the car in gear. Knowing that the problem was "probably" the clutch slave cylinder, I ordered one and put the front of the car up on jack stands. Sure enough, clutch slave cylinder, located on the transmission, had died. Replacement was pretty straight forward – drain the brake fluid reservoir, remove the slave cylinder by removing 2 nuts and disconnecting the hydraulic line, replace and reverse the order, ending with refilling the brake fluid reservoir and bleeding the line.

The hydraulic line runs from the clutch master cylinder, located on the bulkhead and attached to the clutch pedal, down to the clutch slave cylinder located on the transmission. Part of the line is a hard line, and part is a flexible rubber coated line. When replacing the slave cylinder, I noticed that the rubber outer sheath on the flexible line was split, exposing the inner metal sheathing. This was probably due to years of high temperatures from the exhaust, as well as time. No problem, I thought....I would just order a new line and replace it.



Here is the hydraulic line coming off the transmission and disappearing up into the cat fight arena on the lower right...

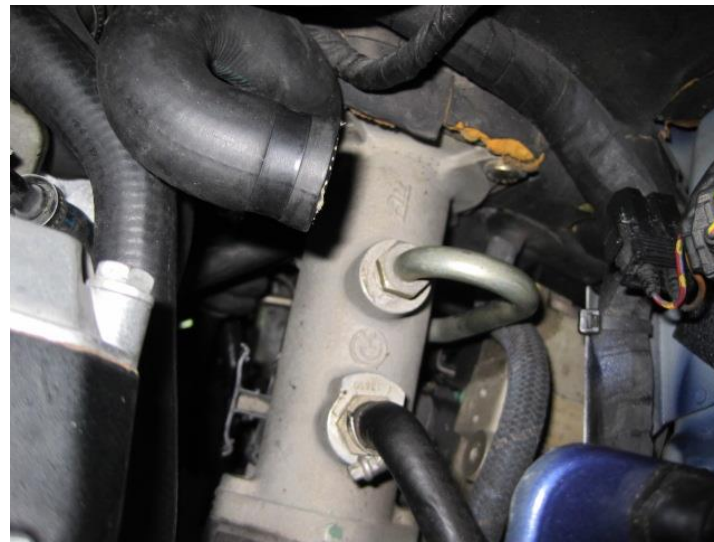


The hydraulic hose goes up between the firewall and the ALPINA header.

After receiving a new hydraulic line (RockAuto had them on sale for a close out deal of \$12.00 – I guess they are not a hot item!) I set about to replace it. Now, I could easily see where it attached to the hard line that goes into the clutch slave on the transmission, but it disappeared up into a maze somewhere on the firewall behind the ALPINA header, and underneath the master cylinder. No problem, or so I thought – I would just remove the auxiliary water pump, then the hoses, and then the positive (+) terminal block. Once everything was drained and removed, I thought I could “kind-of” see the end of the clutch master cylinder sticking through the firewall bulkhead and the nut on the end of the hydraulic line coming off of it. I thought “Holy Cow”.....well maybe I did not think “Cow”, but you get the gist. How in the world am I supposed to get to that! Light bulb #1 goes off – OK – I think to myself, there is an access opening through the fender well that the brake lines go through. I look through the fender well, look at the access opening for the brake lines, but the access is about ¾ of an inch too far back to get access to the nut on the line at the end of the clutch master cylinder. Back to the top of the car, and off comes the spark plug wiring loom to get a little more room.

Enter the Cat...

After everything was off, I could shine a flashlight down between the Brake Master Cylinder and the outer fender well and see the nut that had to come off. Now that everything was off, I put my hand down between the engine exhaust and the space just to see if I could reach the nut. I “kinda” could. Into the tool box and retrieved the flair nut wrench, then back into the hole to try to reach the nut. After about 45 minutes of stretching, scratching, bending arms in ways that they are not supposed to naturally bend, I came to the realization that I may not be able to do this reasonably. Both my right hand to some extent, and mostly my left hand looked like I had been in a fight with an alley cat. No blood...but a lot less skin than I started with. So, I laid everything down, and decided to seek help



Yes...it is down there somewhere! The Aux Water Pump has been removed.



Did I say it was down there... somewhere? A better view with the Aux Water Pump and Positive Jump Terminal removed.



View from below. The hydraulic hose is up in there.....somewhere!

I contacted Tom "Wuffer" by phone and we spoke of how to approach everything. Much to my amazement, Wuffer said that it was one job he had never had to do. He said not that many 6-speeds in his area, but then added: "but I have two at the house now to work on"! We discussed it some more, and I told Tom I thought that the best way to approach it would be to disconnect the line at the slave cylinder, unhook the holding plate that holds the metal part of the hydraulic line in place on the left frame rail, then take out the clutch master cylinder from the inside of the car and thread the line back up and into the car, thereby removing the entire assembly. Tom said it "sounded good" to him.



Clutch Master Cylinder

I think "Sounded Good" was the operative word. After disconnecting the clutch master cylinder under the dash from its support and the clutch pedal, it would only come out so far. So far....but just not enough to reach the nut that secured the hose. Now I had almost exhausted everything I could think of.

Almost...

Marcia does not really work on cars. But...(big smile) She does have small hands – much smaller than mine. Plus, she has held things before in areas where my big hands don't fit. So, after promising diamonds, jewels, vacations to far-off lands, exotic meals, and everything else I could think of, she agreed to help.

In the driver's side fender well, with all of the fender liners removed, there is the small access opening which brake and fuel lines pass through I thought of earlier. It is triangular, and only about 2 inches by 3 inches, but I could see the clutch master cylinder through it – but not the nut. With Marcia holding it back and pulling it back far enough I could just see the nut and get a wrench on it. Problem was that I could only turn it about 1/16th of a turn.

After a lot of twisting, turning, grunting and cursing, the hose was off. Reinstalling was the reverse of the process, and after several hours and more lost skin, the hose was in.



Here is the old hose....off!!



The split hose...in all its gory glory!



The Clutch Master Cylinder, Hydraulic Hose and Clutch Slave were bled using a Power Bleeder.

My dad used to tell me that the British would start with a bolt on an assembly line, then build a car around it. I think BMW took a page of their assembly book on this one. I bet that the hydraulic hose was put in the metal 8 shell before the master cylinder, auxiliary water pump, or anything else above it was installed.

But...in the end...the final score stood as:

Hydraulic Hose – 1

Cat – 0

...now if I can just find those diamonds, jewels, vacations to far-off lands, exotic meals, and everything else I promised Marcia...



After the Cat Fight...

SoCalEights Holiday Party

by Fern Mora and Tom Jacobsmeyer

...

On Friday December 16, 2015, Thirty-six SoCal Eights members and guest held their second Holiday Party on the Bridge Deck at the Long Beach Yacht Club. Everyone was dressed in their best holiday attire which was refreshing since most of the time we see each other in jeans and t-shirts. The Long Beach Yacht Club was a wonderful venue to hold our 2nd Holiday party. Tables were beautifully set and we had the Bridge Deck to ourselves.



Fern Mora – Master of Ceremonies and SoCalEights President



Mary Kay & Tom Jacobsmeyer

The night was crisp and clear on the bridge deck but was heated and the views from the deck were great. Many of us had a chance to meet and greet and enjoy a cocktail before dinner while soft DJ music played in the background. Although the evening was cool it did not deter anyone from being outside. Everyone took in the sights of marina and the homes that were beautifully lit and decorated for the holiday.



During the evening we had many decorated and colorfully lit yachts go by as they paraded pass by the yacht club. The Long Beach Marina Naples area is historically known for its decorative homes. It is well worth the walk through the canal to see so many beautiful homes and some boats decorated.



Pictured back to Front : Grace, Jeremy, Martha, Fabrizio, Mary Kay, Lenn Kristal, Laura Milian, Misty, Cheri, Mark, Ralph, Penney, Beverly, Hal & Mike

The attendees spent an evening dining, reveling and dancing through the evening. The venue was outstanding and the food...was soooo good. No rubber chicken here, this was a great dinner. We got the best room at the club with a 180 degree view of the Long Beach Harbor area. It was really pleasant on the deck outside our dining room and the group floated inside and out taking in the view of the beautiful Long Beach marina and waterway. Christmas lights sparkled everywhere, the waiter was quick with the drinks and conversation rattled on a number of topics...not just 8's. The ladies seem to enjoy hanging with the "car guys " Beth and Mike Peck came down from NorCal". Jeremy Smith won the

50/50 raffle and took home \$150 and the Club earned \$150 to put toward future events.



Donna with Gary Corcoran



Pam Levin & Bridget Burgan



Forefront: Donna, Gary Corcoran, Steve & Pam Levin Bridget Burgan Mike Peck

Thanks to Hal and Beverly for offering the Yacht Club as a venue for our party, we really enjoyed it. They worked hard to coordinate with the Club, so much so that there was even conversation about next year's event and that it might be held there again. That could include a pre-dinner walking tour of the canals adjacent to the Club to see the decorated homes along the waterway. Standby for more info next year.....



Roy, Grace, Fern, John Fabrizio & Martha



Misty & Jeremy smith, Mark & Cheri Ford, Ron Powell & Ralph Rodheim



Meet & Greet on the Bridge Deck warming up are Hal, Ralph, Beverly, Pam, Steve and Penney



Mike & Beth Peck

Now we rest until February where we start the New Year with WrenchFest #1 on February 6, 2016.



The "Big Coupe" Lineup

2015 Treasurer's Report

by Jon L. Nelson
BMWCCA E31 Chapter Treasurer

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By all appearances, 2015 was an innocuous year for the BMW Car Club of America, E31 Chapter. Revenues were stable and the retained earnings were pretty much the same at the beginning and end of the year. Membership was also stable at just under 100 members. From a financial standpoint the Chapter paid off its loan from the BMWCCA that was made in 2014 to establish the Chapter and formalize its standing as a legal entity.

The following financial information for 2015 is considered "preliminary" as the details have not been submitted to National and will not be until later in the spring when the BMWCCA makes its request of the membership chapters.

<u>Cash on hand (1/1/2015)</u>	\$594.06
<u>Cash on hand (12/31/2015)</u>	\$514.25
Net equity change:	\$79.81

<u>Total Revenues</u>	
Membership rebates	\$1,371.05
Events	\$0.00

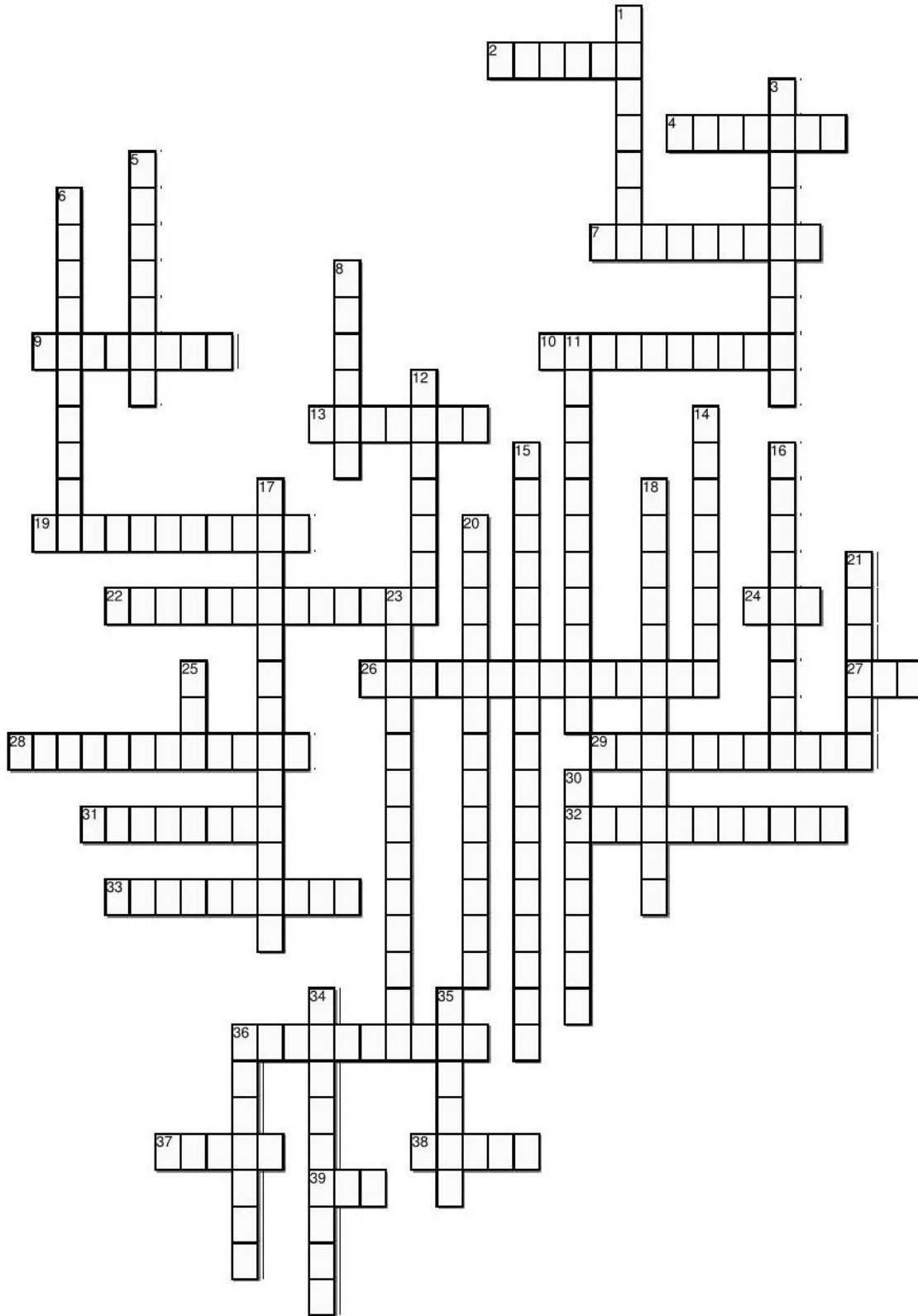
<u>Total Expenses</u>	
Insurance	\$21.00
Loan retirement	\$672.94
Postage	\$62.00
Miscellaneous Exp.	\$694.92



How Well Do You Know E31's?

by Jan Hauser and Steffen Staiger
Sick Puppy MotorWerks

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Down

1. E31 Designer
3. everyone wishes they had one
5. the rust starts here
6. break this, and you will have wet feet
8. Oktoberfest and BMWs
11. "E" stands for...
12. goes up when the speed increases
14. hen's teeth
15. you're in the dark because it never works
16. ...almost there
17. dreaded MID message
18. The E31 Parts God
20. E31 Guru, eh!
23. stops tailgaters
25. dead pixels
30. makes all-lights-on possible
34. non-geographical chapter
35. new caps on the way
36. E31 ArtCar Artist

Across

2. the Holy Grail
4. missing element
7. if this locks up, you'll need a new hood
9. Green Blood
10. 1 Million Dollars
13. hotter cams
19. the most important feature when it's cold
22. "Ninja" wheels
24. 1 of 225
26. K55 Builder
27. bumper light
28. a failed GenMod will cause this
29. "snow-plow" spoiler
31. needs the occasional synching
32. bitch of a gasket
33. The E31 "Birthing Center" location
36. creator of the "Kink"
37. E31 Guru, ja wohl!
38. what an E31 owners needs the most of
39. active rear steering



For Answers to the Sick Puppy Motorwerks Crossword Puzzle, go to: www.BMWCCAE31.com



Is it real, or not?

*This is actually a 1/18th Limited Edition scale model of the 850CSi by Ottomobile Models
(<http://otto-models.com/en/>)
Photo by Ottomobile*

**BMW Car Club
of America
E31 Chapter**



**MONTEREY
2016**

AUGUST 19 - 28

BMW CCA PRESENTS

A CELEBRATION OF

100 YEARS OF BMW

CELEBRATEBMW.COM

LEGENDS OF THE AUTOBAHN

MONTEREY HISTORICS RACES

BMW CCA OKTOBERFEST

BMWCCAE31**.com**

HOSTED BY SoCalEights

“E31 at Monterey 2016”

BMW CCA E31 Chapter proudly announces

E31 Monterey 2016

Featuring:

Legends of the Autobahn 2016 at the Nicholas Club Monterey

Monterey Historic Races at the Rolex Monterey Motorsport Reunion

Oktoberfest 2016 at Monterey

Please join the E31 community in celebrating the 100th Anniversary of BMW!

BMWCCAE31 has been working on a special event for the 100th Anniversary of BMW, to be held during the 2016 Legends of the Autobahn, the 2016 Monterey Historic Races, to be followed by the 2016 BMW CCA Oktoberfest.

We are pleased to announce that BMWCCAE31, in association with BMW Car Club of America, has officially been endorsed and will have a special parking corral at the 2016 Legends of the Autobahn at the Nicholas Club-Monterey.

Additionally, BMWCCAE31 has been informed that we will have special parking at the Rolex Monterey Reunion at Laguna Seca.

SoCalEights will be the local hosts for this once-in-a-lifetime event. Fern Mora, President of SoCalEights, will be organizing

our “E31 Monterey 2016”. As you can understand, there will be much planning involved. If you are interested in helping Fern, please contact him. This is a great opportunity to bring together 8 series automobiles from all points for a great time together.

To date, Hotel reservations have been booked, and we have rooms reserved in both Salinas and Monterey. Fern has worked with fellow chapter member Michael who lives about 2 ½ miles from the track “as the crow flies” for our staging area at Michael’s.

Mark your calendars for August 2016, and let’s all make this a national event for all E31s.

If you have any questions, please feel free to contact Fern at: fern33@aol.com

As further plans are completed, we will let everyone know.



MORE SMILES PER HOUR.



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