



CAR **AND** DRIVER

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E31 Chapter **BMW Car Club of America**

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2016 Upcoming Events

BMW "The Vintage" in Ashville, May 20

<https://www.bmwcca.org/event/82341>

Bimmerfest 2016, May 28

<http://www.bimmerfest.com/bmw-events/Bimmerfest-2016/fern.mora@socaleights.com>

BC 8's Harrison 8's Run, June 4

wuffer@shaw.ca

Huntington Beach Concours d'Elegance, June 5

<http://hbconcours.org>

BC 8's WrenchFest, June 25

wuffer@shaw.ca

BMW Car Club of BC German Car Festival, June 26

wuffer@shaw.ca

SoCalEights WrenchFest, August 6

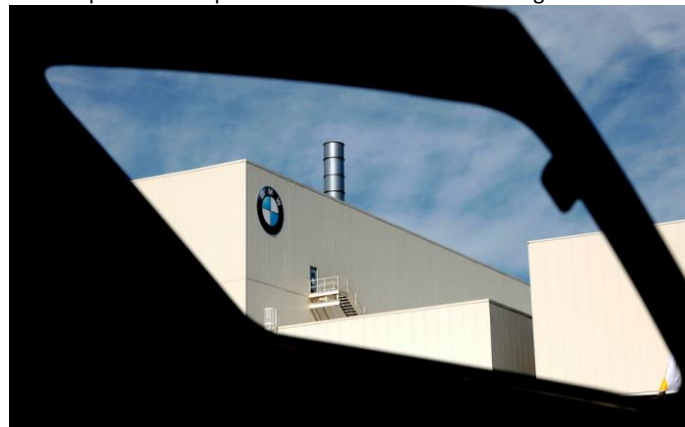
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E31 at Monterey, August 19 - 21

fern.mora@socaleights.com

On the Cover

The original *Car and Driver* front cover from August 1990. Article and cover reprinted with permission of *Car and Driver* Magazine.



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

by Roger Wray
President, BMWCCA E31

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Welcome to 2016. Sometimes things seem to happen for a reason, or is just "Karma" as they say. Recently I went into the DMV to renew our registration on the 8, and of course there was the mandatory "take a ticket and wait for your number to be called". Here was the ticket:



Before that, I had to fly into to New York on business. I went to check in, and my flight departed from Gate E31. Of course I took a picture, but who knows where it ended up. The moral of the story is that E31s seem to pop up when you least expect it.

2016 marked a big milestone for our chapter. Up for election was the Brand Manager and Event Coordinator positions. These positions are 3 year terms. Jeff Ivarson and Rob Scott have been instrumental in the formation of the chapter, each contributing with their own areas of expertise. Jeff was the leading representative for the chapter in receiving approval for our chapter logo and identity up through the International Council of BMW Clubs in Munich. Rob has written guidelines for chapter events, and the required paperwork so members may obtain insurance for driving events. Many Thank go out to Jeff and Rob for their hard work so far.

Additionally, Steve Cohen has decided to step down as Vice President, and assume a role to the chapter as Special Advisor to the Board of Directors. Steve has recently moved, and has decided this would be best for him. I would like to personally express my sincere thanks and deep appreciation to Steve for his past 3 years on the Board. Steve has offered outstanding guidance in many areas, and has helped direct

the Chapter throughout its formative stages. He is not leaving, but just assuming a special roll created by the board for him.

The chapter members who came forward and volunteered to run for the positions of Vice President, Brands Manager, and Events Coordinator were unopposed. Therefore, the Chapter Board of Directors unanimously voted to accept all the nominations, and approve their selection by acclamation. Please see their personal statements within this newsletter.

On another note, enclosed is a copy of a recent letter the chapter sent to BMW of North America, LLC requesting reissue of headlight adjusters which are currently No Longer Available (NLA). This is the first of what we hope to be continuing requests for parts which are essential to the safe operation of our 8s that have become NLA. We will keep everyone up-to-date on what we hear back from BMW on this.

Also, please enjoy a walk down memory lane and read the August 1990 *Car and Driver* review of the 'new' 8 series. This article was reproduced with permission of *Car and Driver* Magazine. Hard to believe this article came out over 25 years ago.

Please review the updated information on the **E31 Monterey 2016** event coming in August. Fern and his committee of SoCalEights are working hard to get everything organized for this big event.

Tom "Wuffer" Carter, the E31 Chapter Secretary, has announced that Steve Castle and other members of the community have donated E31 material and videos to the newly formed E31 Chapter Archives. Once Tom sorts and archives the materials, he will announce their availability to Chapter members. A BIG THANKS goes out to Steve and everyone who has contributed. If you have any items you wish to donate to the E31 Chapter Archives, please contact Tom.

Thanks again for supporting BMWCCA E31, and always remember – it is the cars that bring us together, but it is the people who make us what we are!



Reproduced with permission of *Car and Driver Magazine*

CAR AND DRIVER PREVIEW

BMW 850i

You look down at the speedometer and wonder how in the world you got there.

BY CSABA CSERE

• Young car enthusiasts are the first to fantasize about high-performance GTs, but the sober truth is that precious few of them can afford such cars. With the exception of those in the inheritance, entertainment, or illicit-merchandise businesses, owners of expensive high-performance machines tend to be professionals mired happily in their prime earning years. In other words, successful mature adults—not the hot young bloods the gods probably wanted to exercise these sporting thoroughbreds.

BMW has targeted its new flagship, the 850i, at these well-heeled adults. That makes perfect sense, because that's where the money is. In this regard, the 8-series is simply following in the footsteps of its predecessor, the 6-series. If one were only to study the new 850i's profile and specifications, however, one could be forgiven for assuming that BMW has taken its new car in a considerably different direction.

You can see at a glance what we mean. Though the old 6-series never had much of a rear seat, its personality leaned in the two-door-sedan direction. Its upright profile and elegant roofline implied accommodations for four. Moreover, the design dripped with elegance. The 6-series was the David Niven of automobiles—born to be parked in front of the Casino at Monte Carlo.

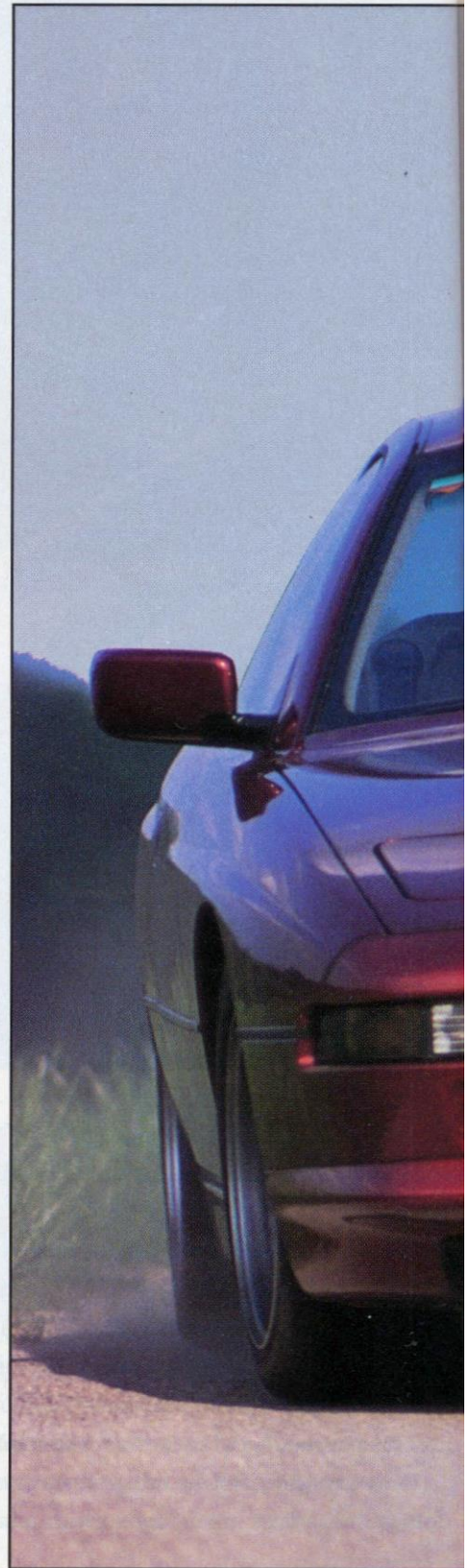
The 850i, on the other hand, has a far more hunkered-down and potent look. Though slightly lower and shorter than the 635, the 850i is more than five inches wider and has a rear-set greenhouse that results in a pronounced long-hood, short-deck profile. Pop-up headlights help keep the nose low, and bulging

fender blisters cover the wide tires. The shape is aerodynamically efficient, with a drag coefficient of 0.29 and balanced, modest lift coefficients at both front and rear. All this notwithstanding, it somehow lacks the sophistication and panache of the earlier car. This one exudes a more brawny style—Sylvester Stallone in an immaculately tailored suit, rather than David Niven in black tie.

This powerful and purposeful appearance is anything but deceiving. Under the 850i's hood you'll find the same 296-hp, 5.0-liter V-12 engine used in the 750iL sedan. That's more power than even the M-engined versions of the 635 enjoyed. Moreover, this powerplant can be coupled to either the 750's ZF four-speed automatic transmission or an all-new, Getrag-built six-speed manual gearbox.

A brand-new rear suspension that departs completely from BMW's traditional semi-trailing-arm layout helps transfer the V-12's power to the pavement. It's a multilink design with, on each side, one trailing link, three lateral links, and a unique interconnecting link that joins the trailing link to one of the lateral links. Although appearing at first glance like one of Escher's retina-wrenching drawings, the design, which BMW calls the "Integral Rear Suspension," is yet another multilink layout conceived to separate the suspension's necessary functions and allocate them to the specialized parts. In doing so, each function can be performed with fewer compromises, thereby improving ride, handling, and stability.

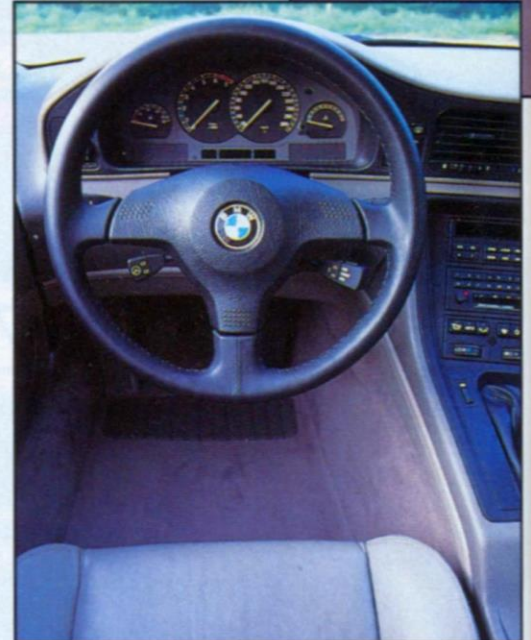
The front suspension retains the proven dual-lateral-link strut design, but the steering mechanism reveals another shift







Logical controls, fine seats, and many creature comforts await 850i occupants.



in the sporting direction. Unlike other top-of-the-line BMWs, the 850 uses a relatively simple, variable-ratio power-steering system rather than an elaborate electronically controlled Servotronic unit. This results in improved road feel.

Consider this sophisticated chassis, the V-12 engine, and the sleek close-coupled bodywork, and you'll inevitably find yourself thinking of the 850i as a Teutonic Ferrari rather than as a competitor to the Lincoln Mark VII and the Mercedes 300CE. Despite its high-performance design, however, the 850i

maintains the genteel manners and subdued murmurings that have characterized the long, proud line of BMW coupes still taking to the open road.

For example, the V-12 engine, powerful as it is, never develops a strong presence in the car. One might glance at the 850's 4050-pound curb weight and assume that such sheer mass would soak up the efforts of the V-12's 296 hp. Happily, that really isn't the case.

BMW claims a 0-to-60-mpg time of 7.2 seconds with the automatic transmission, a claim that is eminently believable given

that we clocked the slightly heavier 750iL to 60 in 6.5 seconds with the identical powertrain. BMW's claimed manual-transmission clocking of 6.1 seconds may be a bit harder to achieve, but it won't be far from the truth. Top speed with either gearbox is governor-limited to 155 mph;



given free rein, the 850 could probably approach 170 mph. While not in Ferrari Testarossa territory, this performance is hardly that of an armchair cruiser.

Yet the car never seems to hurl itself forward with any hint of frenetic intensity. Instead, it gathers speed with a tightly controlled progression. You find yourself at 120 mph in no time and wonder

how on earth you got there.

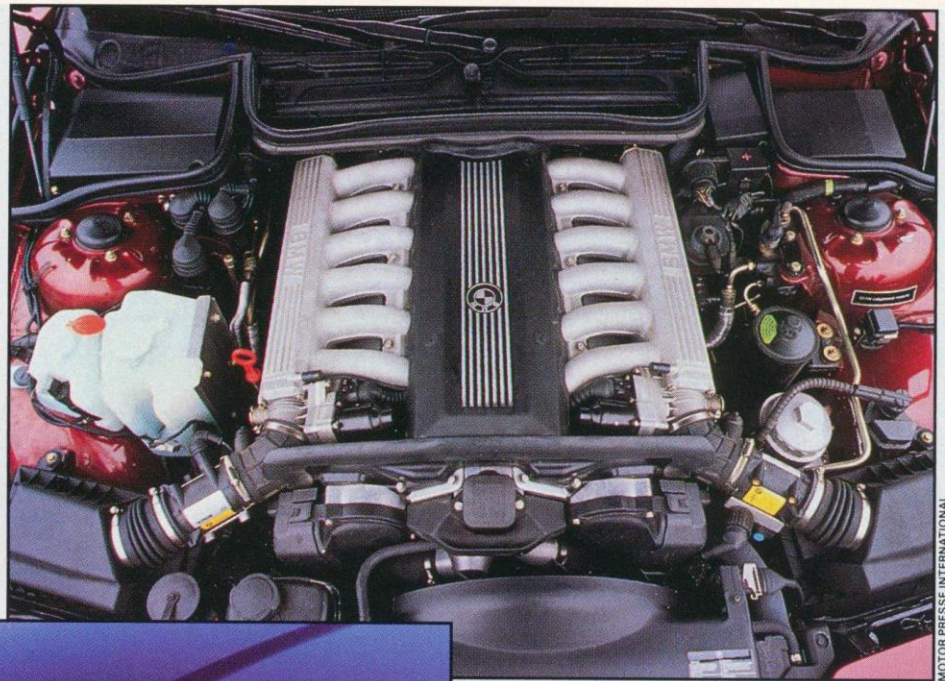
Part of this sense of disconnected speed comes from the powerplant's general unobtrusiveness. The V-12 is extremely silent and smooth at both the upper and lower zones of its rev range. Sometimes, between 3000 and 5000 rpm with the throttle wide open, the engine will make itself heard, but even then the

result is a somewhat guttural sound that is certainly no more pleasing to the ear than that made by a BMW six. The engine generates neither the athletic shriek of an Italian twelve, nor the purposeful snarl of the 32-valve V-8 in the Mercedes 500SL, nor the silky smoothness of Jaguar's venerable V-12. Not that it doesn't do its job, mind you, it just does it without palpable flair.

Another reason for the engine's lack of presence is its remarkably consistent power delivery. The V-12 never seems to come onto cam and produce a rush of acceleration. It just pulls evenly from idle up to its 6000-rpm redline.

There seems to be no reason for the manual gearbox to sport six speeds, especially with its top three gears spaced so closely. This arrangement does, however, offer the driver a ratio for any purpose. First gear is low enough to launch the heavy coupe properly and to provide enough leverage for serious trailer towing in the mountains. At 100 mph, you can choose from any of the upper three

The 850i's engine is lifted straight from the 750iL sedan: twelve cylinders, dual engine-management systems, and 296 hp.



MOTOR PRESSE INTERNATIONAL



gears and cruise in silence deep enough to make upshifting a purely optional activity. Even top speed can be reached in either of the top two gears. In normal driving you find yourself skipping gears to avoid constant shifting, leading us to suspect that this car would do very nicely with five speeds . . . or even four.

In its defense, the new gearbox is such a pleasure to shift that the multiplicity of gears is never oppressive. The linkage is smooth, light, and direct—just as we have come to expect from BMWs. The automatic transmission works just as well as it does in the 750 sedan, coordinating with the engine to provide the obedient, unobtrusive thrust that's ideal for a high-performance luxury sedan but perhaps a bit docile for a high-performance GT. Adults will probably like this.

The 850's dichotomous character got

a firm push in the direction of posh cruiserhood when it received its allocation of creature comforts. In addition to the usual power windows, seats, locks, mirrors, and sunroof, the 850i comes standard with the following: a twelve-speaker stereo system that includes a six-disc CD player, a cellular telephone, an infrared remote control for the central locking system (that ties in with the anti-theft system), a steering wheel that's power adjustable for angle and reach, heated front seats, a 70-function trip computer, and a memory system that preserves the mirror, seat, and steering-column positions for three different drivers, this last feature not surprising when you consider that *ménages à trois* are usually the province of well-heeled grownups. (Not all of the items mentioned here are on the German-specification car shown

in the accompanying photographs.)

The many creature comforts coddle the front-seat passengers more than effectively. The seats are supremely comfortable, aided by their integral shoulder-belt mounts (see Technical Highlights). The power-adjustable steering column helps achieve an ideal driving position, and it operates more slowly and with more ease of control than equivalent systems in the top-of-the-line Lexus and Infiniti cars. The visibility and outward view are excellent, though one does sit somewhat low in the car. The rear seat, for all intents and purposes, doesn't contribute much—least of all room. Two small persons could sit normally—but only if the front seats were occupied by persons of similarly reduced stature. A tall central console even rules out sitting sidesaddle.

For all of its comforts, the 850's interior is not notably sumptuous for a car in this class. The seating is all lovely leather, as is a strip running along the bottom of the dash and along the middle of the

doors, but most everything else is plastic. It is undoubtedly plastic of a superb quality that will look none the worse after ten years of wear, but it does not look particularly rich when new. Had Italians built this car, the entire interior would be swaddled in soft hides.

German carmakers tend to concentrate their resources on the technical areas of automotive design, and the 850 continues this tradition. This newest BMW employs electric motors and solenoids to perform functions that most cars don't even need.

The most obvious example is a system that automatically lowers the windows a half-inch every time a door is opened. This system exists because the 850 is a pillarless coupe with no window frames. Such designs can develop noisy wind leaks at high speeds, leading the engineers in Munich to devise an elaborate solution. The windows are firmly captured in an inverted, U-shaped rubber channel located in the roof at the top of the window's travel. This prevents the windows from bowing outward and breaking their seal—but, unfortunately, such a design interferes with the opening and closing of the doors. The engineers solved this by installing switches on both the inner and the outer door handles that cause the windows to drop instantly every time you touch a handle to open a door. They stay down as long as the door is open, and they scoot back up the minute the door is closed.

The headlight washers are similarly elaborate, telescoping from the bodywork just forward of the headlight whenever called upon. The trunk is unlatched electrically, even though the release latch is a mere eight inches away from the locking mechanism.

Perhaps the most elaborate device on the 850 is BMW's new ASC+T traction-control system. This device operates somewhat like the systems from Cadillac and Lexus and, like those systems, aims both to reduce engine power and to actuate the rear brakes to prevent wheelspin and preserve stability. The system not only works from dead rest, but it also operates during cornering if one applies most of the tire's traction to lateral acceleration.

Fortunately, BMW provides a switch that disables the traction-control system for sporty driving. "Fortunately," because with the ASC+T in operation, the 850's handling is restricted to understeer as one begins to drive hard. The traction-control system prevents the driver from using power to adjust the rear tire's cornering grip and thereby balance the car.

With the system turned off, however, the 850 is delightfully neutral. The new rear suspension does an admirable job of reducing the tail end's sensitivity to sudden throttle changes, yet it allows the driver to let the tail drift out as desired. The 235/50ZR-16 tires on 7.5-inch-wide rims provide plenty of grip in both corners and during braking, giving the four large disc brakes plenty of purchase to slow the car.

Still, this is no throwabout sports car. Weighing more than two tons even bereft of passengers or luggage, the BMW does not have a feather-footed feel. But as a high-speed GT on open roads, it can

cover ground quickly and securely. Adult motoring at a high level of excellence.

An excellent ride is also part of the 850's dynamic package. Though the German roads on which we previewed the 850 were much too smooth to let us draw final conclusions about the suspension's comfort, there's a suppleness to the suspension action that suggests an ability to absorb North American pavement irregularities.

Designated BMW's flagship, the 850 carries the highest price tag in the lineup—\$73,600, plus a \$1500 gas-guzzler tax to atone for its sub-20-mpg EPA city and highway fuel-economy figures. The

TECHNICAL HIGHLIGHTS

- Although BMW's new 850i is equipped with only a driver-side air bag, it offers a feature that may provide even greater safety benefits to front-seat passengers than dual air bags: an integrated seat-and-belt system.

In concept, this system is much like the one on the new Mercedes SL roadster, and its primary reason for existence is also much the same. With no B-pillar on the 850i (and no fixed roof on the SL), there is simply no good place to attach a conventional shoulder belt.

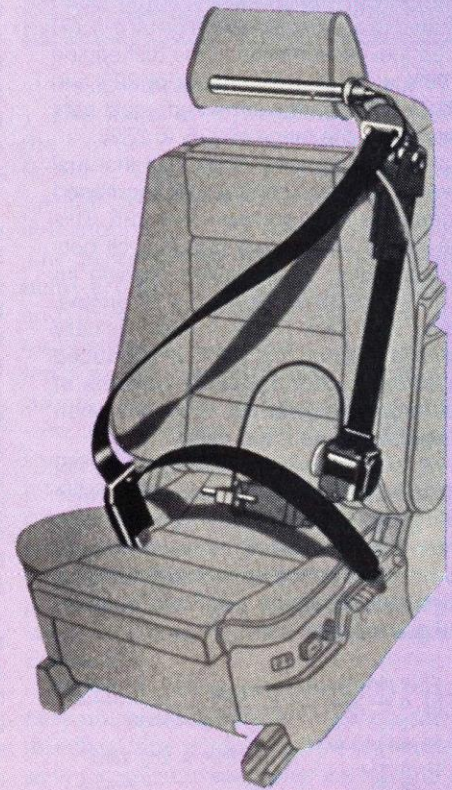
Designing an integrated seat-and-belt system isn't easy. The seat frame must be reinforced to withstand the forces that a shoulder belt generates in a severe crash. These reinforcements cost money and add weight.

The benefits of such a system, however, are worth the costs. The primary advantage is optimal belt location. In the 850i, shoulder-belt height is keyed to headrest height, which remains constant as the seat is adjusted up and down. BMW's research indicates that both tall and short drivers tend to position their heads at the same height when driving a car. Thus, with this system, their shoulders tend to remain in the best possible relationship with the shoulder belts at all times. The lap-belt anchors are likewise mounted in the seat, so the lap belts also maintain the proper position and angle no matter how the seats are adjusted.

An additional benefit of the system is improved resistance to side impacts. A belt-clamping device is located at the point where the shoulder

belt exits the seat; in a crash, it locks the belt, thereby reducing the length of the belt that is subject to stretching. Also, the seat transfers crash forces to the floorpan, where they can be absorbed gradually.

At present, integrated seat-and-belt systems are feasible only in cars with fully power-adjustable seats—so don't expect to see them appear in econoboxes. But the benefits of such systems are great enough that you'll likely be seeing them soon on sedans as well as coupes and convertibles. —CC





only option is a set of forged-aluminum wheels of a different design than the standard cast ones (add \$1000). The total price is high, but certainly not unreasonable when compared with \$76,900 out the door for a Porsche 928S4 or \$85,050 for a Mercedes 500SL.

With only 3000 of the anticipated 10,000-unit annual production slated for North America, exclusivity is likely more important than value to the purchasers of these cars. But BMW's existing 6-series owners, well-off though they may be, could be shocked at the huge increment they'd have to fork over to trade up to the new model. Despite the sizable upgrade in price, BMW insists that there will be no six-cylinder, lower-priced, entry-level 850. Such would lessen the flagship's luster. A convertible version, definitely under development, would not commit this unforgivable sin.

We can't help wishing that the new BMW had just a bit more personality in its styling and driveline. Absent that, when used as a device for generating Sunday-morning thrills on a mountain road, the BMW falls slightly short of high exhilaration. But as rapid, sumptuous transport for a well-heeled couple (well, okay, maybe a threesome) for a long, hedonistic weekend, the 850i excels. ●

Vehicle type: front-engine, rear-wheel-drive, 2+2-passenger, 2-door coupe

Base price: \$73,600

Available options: forged alloy wheels, \$1000; gas-guzzler tax (mandatory), \$1500

Standard accessories: power steering, windows, seats, locks, and sunroof, A/C, cruise control, tilt steering, rear defroster

Sound system: BMW AM/FM-stereo radio/cassette and compact-disc player, 12 speakers

ENGINE

Type V-12, aluminum block and heads
 Bore x stroke 3.31 x 2.95 in, 84.0 x 75.0mm
 Displacement 304 cu in, 4988cc
 Compression ratio 8.8:1
 Engine-control systems ... 2 Bosch DME M1.7 electronic with port fuel injection
 Emissions controls 3-way catalytic converter, feedback fuel-air-ratio control
 Valve gear chain-driven single overhead cams, hydraulic lifters
 Power (SAE net) 296 bhp @ 5200 rpm
 Torque (SAE net) 332 lb-ft @ 4100 rpm
 Redline 6000 rpm

DRIVETRAIN

Transmission 6-speed
 Final-drive ratio 2.65:1, limited slip

Gear	Ratio	Mph/1000 rpm	Speed in gears
I	4.25	6.5	39 mph (6000 rpm)
II	2.53	10.9	65 mph (6000 rpm)
III	1.68	16.4	98 mph (6000 rpm)
IV	1.24	22.2	133 mph (6000 rpm)
V	1.00	27.5	155 mph (5650 rpm)
VI	0.83	33.2	155 mph (4650 rpm)

DIMENSIONS AND CAPACITIES

Wheelbase 105.7 in
 Track, F/R 61.1/61.5 in
 Length 188.2 in
 Width 73.0 in

Height 52.8 in
 Frontal area 22.2 sq ft
 Curb weight 4050 lb
 Weight distribution, F/R 53/47%
 Fuel capacity 23.8 gal
 Oil capacity 7.9 qt
 Water capacity 13.7 qt

CHASSIS/BODY

Type unit construction with 2 rubber-isolated crossmembers
 Body material welded steel stampings

SUSPENSION

F: ind, strut located by one leading link and one lateral link, coil springs, anti-roll bar
 R: ind; 1 trailing link, 3 lateral links, and 1 interconnecting link per side; coil springs; anti-roll bar

STEERING

Type recirculating ball, power-assisted
 Turns lock-to-lock 3.3
 Turning circle curb-to-curb 37.7 ft

BRAKES

F: 12.8 x 1.2-in vented disc
 R: 12.8 x 0.5-in disc
 Power assist hydraulic with anti-lock control

WHEELS AND TIRES

Wheel size 7.5 x 16 in
 Wheel type cast aluminum
 Tires Uniroyal Rallye 440, 235/50ZR-16
 Inflation pressures, F/R 36/39 psi

MANUFACTURER'S PERFORMANCE RATINGS:

	manual	auto
Zero to 60 mph, sec	6.1	7.2
Top speed, mph	155	155

FUEL ECONOMY

	manual	auto
EPA city driving, mpg	12	12
EPA highway driving, mpg	19	18

CAR and DRIVER

BC 8's Breakfast & Drive

by Henry Christoff
Photos by Larry LaRose & Henry Christoff

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The Sunday weather forecast was promising: sun, with some clouds and mild temperatures. It turned out to be overcast and rather cool at 9AM when the first 850i arrived, but that didn't stop ten E31's from showing up at one of Canada's famous Tim Horton's (known for its coffee and donuts) establishments in South Surrey, a southern suburb of Vancouver, British Columbia.



The occasion was the first social / driving event this spring organized by the BC 8's. Including seasoned 8 Series owner, Wuffer, to new owner Dan Wright (black on black 6-speed 850i), it was a fine mix of 850 and 840 owners along with four 'significant others' who arrived with owners.



There was plenty of parking for all of the E31's and plenty of time to check out the cars and chat with attendees. It was quite the sight to see this many same model - classic BMW's! At about 10AM, and having enjoyed that good Tim's coffee and other treats, it was time for the driver's meeting and the traditional passing out of the maps to our destination. You know, actual paper maps- analog style, not digital. Our destination was the seaside community of White Rock, near the Canadian / U.S. border. White Rock is a vibrant tourist destination for Vancouverites on sunny, warm weekends and usually very crowded. And yes, you can see a giant white rock on the beach in White Rock.



We had a quick stop to re-group all the cars and get in a photo op before heading down the main drag to downtown (or as we like to say in Canada, 'city centre') White Rock. The speed limit in White Rock is quite low- 30 KPH- and we were fortunate that there were no traffic hassles.

All E31's were able to stay together catching every traffic light perfectly from one end of the downtown to the other side. At the end of the drive, we congregated in one of the last waterfront parking lots before exiting the tourist area, where all the cars were able to back into parking spaces- for another great photo op!



The topics of conversation included the recent auction sale of a local Vancouver 850 CSi on Bring-A-Trailer, British

Columbia collector license plates and insurance for our cars and the up-coming BC 8's WrenchFest.



It was a fun morning which passed quickly. Event objective: have a social event early in the day, have some fun with other 8 owners and have the rest of the day for other obligations.

Mission, accomplished!



The BC 8's

SoCalEights Visit the Peterson Museum

by Fern Mora

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SoCalEights visited the Petersen Museum for the first time since it closed in 2013 for renovation. After 14 months and \$90 million in dramatic renovations, the Petersen Automotive Museum reopened. Hitting a deadline that many inside and outside the organization thought impossible, the overhauled Wilshire Boulevard car-centric exhibition space reopened to the public in early December 2015 after its extended closure.



The makeover seeks to make the dated museum more appealing to younger audiences with a trove of interactive technology—and to give all patron sample reason to make repeated visits, which few did before the renovations.

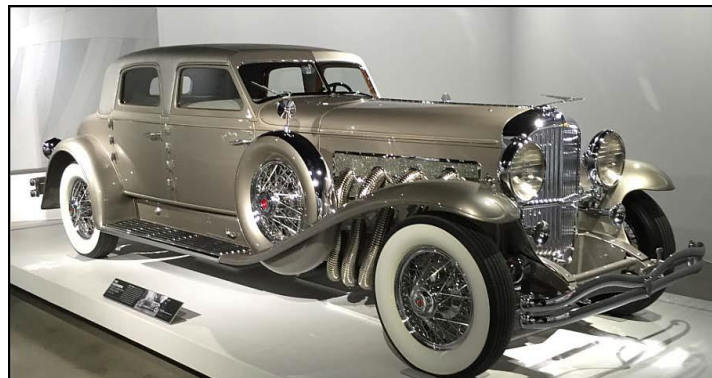
The reimagined space—wrapped in stainless-steel ribbons over a "hot-rod red" skin that has divided critics is bigger and bolder. Museum leaders aimed for a world-class institution on a Miracle Mile stretch that already includes such attractions as the Los Angeles County Museum of Art, Page Museum, La Brea Tar Pits and the future Academy Museum of Motion Pictures.

The Hockney 850 Csi Art Car

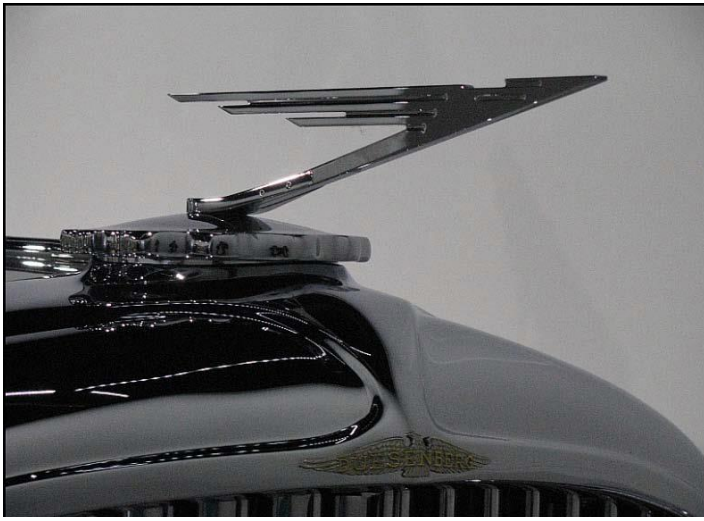


On April 20, 1995 the British born artist David Hockney placed his signature on the BMW 850Csi marking the completion of the 14th Art Car and several months of hard work. The artist aimed to portray the very innermost depths of the car. The result was an automobile whose contents were thoroughly turned out to the viewer. The more observant will notice the stylized suction vent on the hood and the contour sofa driver on the door. Hockney was born in Bradford, England in 1937 and has been one of the most stunning and influential members of the art world since the early 1960s.

1933 Dusenbergs SJ Arlington



One of the most beautiful cars we viewed at the Nethercutt Collection in Sylmar, California in 2013 was exhibited at the Petersen Museum. It is the supercharged version, often referred to as the SJ, and was reputed to achieve 104 miles per hour (167km/h) in second gear and have a top speed of 135–140 miles per hour (217–225km/h) in third gear. Zero-to-60 mph (97km/h) times of around eight seconds and 0–100mph (0–161km/h) in 17 seconds were reported for the SJ in spite of the un-synchronized transmissions, at a time when even the best cars of the era were not likely to reach 100mph (160km/h).



1939 Delahaye 165 M Figoni & Falaschi Cabriolet

Another car SoCal Eights viewed at one of our previous event in 2014 at the Mullin Museum Oxnard, CA, was this French built 1938 Delahaye Type 165 convertible roadster designed by Figoni & Falaschi. It was designed and built to represent France style and innovation at the New York International Exhibition 1939/1940. It was exhibited without its V12 engine which was not completed in time, but won a people's choice award with its exceptional body style.



This vehicle is currently one of the most beautiful cars from the Peter Mullin Collection and is now on loan to the Petersen Museum. We were lucky to see this beautiful car again.



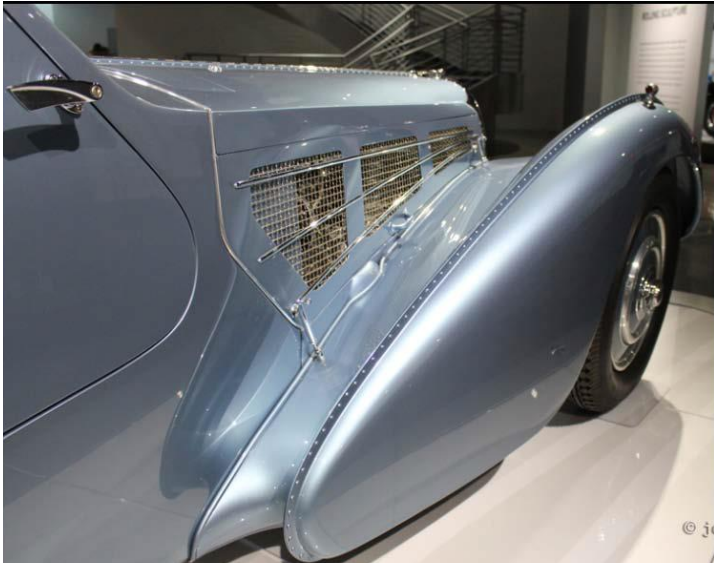
1936 Bugatti Type 57 SC Atlantic

Yet another wonderful car that we have seen before and know its history and present \$35 million value. What makes a car worth \$35 million? Well, I suppose first that someone is willing to pay that price for it. Which certainly means that there are others behind them who would come close to matching it, otherwise it would not sell for such an elevated amount. And secondly, it must be or are that the term 'priceless' has some meaning. Last Saturday I was once again standing on the floor of the amazing Petersen Automotive Museum with Grace, and we were gazing at the 1936 Bugatti Type 57SC Atlantic which is on loan from the Mullin Automotive Museum for a limited time.



An anonymous buyer had recently purchased the car from the estate of Dr. Peter Williamson, a prominent Lyme, New Hampshire neurologist, who had bought the car at a Sotheby's auction here in Los Angeles on June 12th, 1971 for the unheard of price of \$59,000 and proudly held it for almost four decades. I couldn't help thinking that, if I had had that kind of money in '71, would I, admittedly a car nut, have done

the same in 1971. Probably not, although I did subsequently in 1996 buy a previously owned 1995 BMW 840Ci for \$76,500— a princely sum for me. Then in 2007 I had it custom painted Lamborghini Monetary Blue, which is much darker than the Bugatti we were viewing.



When Grace first saw the Bugatti at the Mullin Museum without knowing anything about the car or its history, she immediately loved the unique look and the body lines which are similar to that found in earlier vintage cars. It was, and still is her favorite car. I know she had expensive tastes but this was extreme. "Glad she was just looking."

We had a fun day at the Petersen Museum. After our walking tour some of us took a short walk to the beautiful Callender's Grill for our luncheon. The food was great and the company was even better.



Special thanks go to Tom Jacobsmeyer for setting up the event and luncheon. It's a great deal of work to put these events together.



E31 Chapter Nominations for Office

Below are the Personal Statements from E31 Chapter members who volunteered to run for office, and were unopposed. These nominees were selected by acclamation by the Chapter Board of Directors. Please congratulate our new E31 Board of Directors Officers.

...

Vice President – Steffen Staiger



The E31 has attracted a unique group of enthusiasts, as evidenced by the existence of our very own chapter. I have come to know many of you online, in my home state of Texas, at the SE8 Fest in Mt. Dora, 2013 Left Coast 8 Fest, and 2014 25th Anniversary homecoming celebration in Munich, Germany. I have long enjoyed this community, and how the combined efforts of everyone has worked to keep this magnificent model alive. I personally became an E31 owner for the first time in 2004 with the purchase of a very rough 1993 850Ci. I picked my car up in the parking lot of Graceland and drove it back to Dallas in mostly "limp home mode". Little did I know what I was in for, but it did not matter - I was hooked. Over the course of owning and personally maintaining my E31's, I have learned the cars from the ground up. I even resurrected one of my E31s from a disastrous engine bay fire, and painstakingly restored it back to its glory. That is where I earned the nick-name "Sick Puppy" --from my determination to not lose another E31 to the junk yard.

When I am not messing around with V12 and V8 E31's, you can find me tinkering on other models of older BMWs. Even though I spend a lot of time around cars, I am an Architect by trade. I enjoy sharing my knowledge of cars with others, along with creating events and opportunities that build strong communities, especially for the E31 community.

Thank you for your consideration to vote for me as VP of the BMWCCA E31. I look forward to serving you.

Brands Manager – Jeff Ivarson



I am the original owner (24 years) of my 1992 E31 850i and a founding member of BMWCCA E31.org as Brands Manager. My expertise and vocation for over 40 years is brand strategy and identity design. I worked closely with the BMWCCA E31 board and BMW CCA management to create the brand name, URL and visual identity for BMWCCA E31 Chapter. I am committed to bringing value to the BMWCCA E31 board, the membership and building awareness and appreciation for the BMW E31.

Event Coordinator – Rob Scott



With this letter I would like to confirm my willingness and availability to, once again, serve on the Board for the BMW Car Club of America E31 Chapter in the capacity of Events Coordinator.

I am a very active member in the BMW E31 community. 8 years ago I created the AB8s, a group dedicated to the E31 owners of Alberta, Canada. It was in a result of seeming to be the only owner enthusiast in Alberta, but quickly meeting others and saw the need for a support network in this province. I host multiple 'Wrenchfests' at my residence every year, where the members of the AB8s congregate to collectively work on each other's cars, and enjoy the camaraderie of the common bond of the E31 (the doors are also open to other BMW owners given the similarities in this era of BMW). We enjoy an annual event where we do a scenic drive to the mountains, ending in an amazing brunch at the world class Banff Springs Hotel. I am an active member on the forums and I receive many emails and private messages from owners all over the world asking for guidance, parts and assistance with their vehicles and the issues they are experiencing. I currently own 4 E31 cars, all with their own unique traits and rarities. Of note, my first ever BMW was an 850i, which I purchased 9 years ago and makes up 1 of the 4 E31s that I currently own.

I have thoroughly enjoyed being a part of the creation and evolution of the BMW Car Club of America E31 Chapter, as the current Events Coordinator. My enthusiasm, expertise, experience and dedication of the BMW brand, and the E31 series in particular, make me a strong candidate to continue to nurture and grow the amazing Chapter we have created.



Alpina B12 5.0



Racing Dynamics K55

Headlight Adjuster letter to BMW NA

On the next page is a copy of the letter BMWCCA E31 sent to BMW NA requesting BMW manufacture headlight adjusters for the E31. Also included is a copy of the original letter sent out by BMW NA acknowledging the problem with North American Headlight Adjusters. As many of you know, these

adjusters are NLA, and as a result, many North American owners are having difficulty adjusting and aiming their headlights and meeting state safety inspections. We will keep the membership informed of their response and the progress.



April 1, 2016
BMW of North America, LLC
ATTN: Customer Relations, Parts
PO Box 1227
Westwood, NJ 07675

Dear Sirs;

I am writing to request help from BMW of North America for BMW 8 series E31 owners throughout North America. I am the President of the E31 8 Series Chapter of BMW Car Clubs of America, and our chapter represents BMW E31 8 Series owners throughout the United States and Canada. We are officially recognized by the BMW International Council in Munich, German, and BMW Car Club of America as representatives for the world's largest group of BMW E31 8 series owners.

In December 2002, through a letter distributed by BMW North America, LLC (copy enclosed), to BMW E31 8 Series owners, BMW acknowledged that there was an issue with the North American DOT E31 8 Series headlight design and adjusters. After that time, BMW produced a limited number of new adjuster kits for North American DOT approved 8 series headlights. These adjusters were quickly purchased by E31 8 Series owners to replace defective adjusters, as headlight adjustments are required by the National Highway Traffic Safety Administration (NHTSA) and the Department of Transportation (DOT). Also many states require properly aligned headlight adjustments as part of their annual safety inspection to certify that automobiles are safe for use on public roads.

Unfortunately, the BMW stock of these adjuster kits (BMW part number 63 21 0 153 655, with a BMW recommended price of \$28.50) sold out quickly, and are no longer available. As a consequence, many BMW e31 8 Series owners are finding it difficult to pass mandatory state inspections as their headlights cannot be aimed or adjusted. The only alternative to the adjuster kits is to purchase both the Headlight Buckets (BMW parts 63 1 28 354 543 and 63 1 28 354 544 with a BMW price of \$255.57 each), and the Lens housings (BMW parts 63 1 21 383 917 and 63 1 21 383 918 with a BMW price of \$346.04 each).

The BMW CCA E31 8 Series Chapter would like to implore BMW of North America to again manufacture these DOT mandated headlight adjusters and keep them in stock to support E31 owners throughout the United States and North America. Improperly aligned headlights pose potential safety risks for the American public. Properly aligned headlights are mandated by NHTSA (Federal Motor Safety Standard number 108 (FMVSS 108)) and DOT. Simply stated, when these adjusters fail, the BMW E31 8 Series does not comply with FMVSS 108's requirements for a mechanically aimable headlamp.

As a BMW CCA Chapter, we would much rather work together with BMW of North America to have these adjusters produced again and maintained in stock as opposed to individuals elevating this safety issue with NHTSA.

Please let me know how I may assist. My contact information is listed below.

Sincerely,

Roger D. Wray DDS

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

BMWCCAE31.com

A subsidiary
of BMW AG

BMW of North America, LLC



December 2002

Dear BMW Owner:

BMW is committed to delivering the ultimate in product satisfaction to you, our customer. Our interest in your vehicle doesn't stop with its sale; rather, it continues throughout the vehicle's warranty period and beyond.

BMW has become aware that some 8 Series owners may be experiencing difficulties with headlamp alignment. In many cases, the cause is due to a worn out headlamp adjuster wheel. If your vehicle experiences a headlamp alignment problem, please contact your authorized BMW center to schedule an appointment to have your 8 Series inspected. As a commitment to our customers, and to demonstrate our confidence in our product, BMW will repair a worn-out adjuster wheel at no cost.

The integrity of our products has been essential to our reputation, our success and our customer's trust. We hope this action will further enhance your ownership experience and satisfaction. Should you have any questions for us, please do not hesitate to contact us at (800) 831-1117 or email us through the Owner's Circle at www.bmwusa.com.

We wish you continued driving pleasure in your 8 Series.

Sincerely,

BMW of North America, LLC

Address
BMW Plaza
Montvale, NJ 07645-1866

**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!

BMWCCA E31, in coordination with SoCalEights' 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. 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”.

We are pleased to announce that BMW Car Club of America, has officially endorsed BMWCCA E31, and we will have a special parking corral at the 2016 Legends of the Autobahn at the Nicholas Club-Monterey. Additionally, BMWCCA E31 has been informed that we will have special parking at the Rolex Monterey Reunion at Laguna Seca.

To date, Hotel reservations have been booked, and we have rooms reserved in both Salinas and Monterey. Fern has worked with a fellow chapter member 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.

As you can understand, there continues to 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. If you have any questions, please feel free to contact Fern at: fern.mora@socaleights.com

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



MORE SMILES PER HOUR.



**BMW Car Club
of America
E31 Chapter**



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