



## 8's INVADE MONTEREY!





## **E31 Chapter** **BMW Car Club of America**

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[newsletter@bmwccae31.com](mailto:newsletter@bmwccae31.com)

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### **2016 E31 Upcoming Events**

**SoCal Vintage BMW Meet**, October 8

<http://www.socalvintagebmw.com/>  
[fern.mora@socaleights.com](mailto:fern.mora@socaleights.com)

**SoCalEights Holiday Party**, December 16

[fern.mora@socaleights.com](mailto:fern.mora@socaleights.com)

### **E31 Tech Advisors**

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

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

### **On the Cover**

BMWCCA E31 Chapter and SoCalEights members at Monterey 2016  
Celebrating the 100<sup>th</sup> Anniversary of BMW



*by Roger Wray  
President, BMWCCAE31*

...



What a summer fellow 8ers! WrenchFests were held and caravans formed to head west. Kind of like the gold rush in the past, BMW car nuts from all over descended on California for the Monterey weekend and Oktoberfest to celebrate the 100th Anniversary of BMW. Not to be outdone, E31's made the trip and were very well represented. I want to thank Fern Mora and Tom Jacobsmeier for organizing the E31 at Monterey event. Feedback from all who attended show how well planned everything was, and what a wonderful time everyone had. Please enjoy the photos and write-up covering the event. Also, please read Gary Corcoran's great article about some Father – Son time together in Monterey. What a great time they had together.

Not to be outdone, our European friends at 8er.org attended the 100 year festival in Munich. Antonin Teyssier, President of BMW Club 8 Series, France, and 8er.org Secretary wrote up an article reviewing the event.

We are continuing to expand our Tech series articles, and we have 3 excellent articles written by Tim Meek from England,

as well as write-ups on repairing door handles and MID programming.

As fall approaches, plans are already underway for future events. Please see the upcoming events scheduled on information page to make plans. 2017 marks the 10th Anniversary of the Southeast 8 Gathering, an 8 Fest for those on the east coast. In the past attendees have come from as far away as Maine and Texas, so mark your calendars. Hotel reservations are now open for our block of rooms. Please see the enclosed information for more details.

Mike Ivanson, our Brands Manager, had some information cards made up for club members to give to other E31 owners we come across to inform them of our Chapter. These should be mailed out shortly, so please place some in your glove boxes to have available to hand out.

Enjoy the fall and your 8. What a wonderful time of the year to drive with those beautiful B-pillarless windows open! And as always remember – it is the cars that brings us together, but it is the people that make us who we are!

*Roger*



# SoCalEights & BMWCCA E31 Attends Legends of the Autobahn

By Fern Mora

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## 1. Planning for the Legends

It took a great deal of planning on everyone's part to put this event together. I personally must have sent out a hundred emails and calls to those preparing and planning this event as well as those wishing to attend. SoCalEights members started booking room reservations in November 2015 at the only hotel that would take early reservations. Roger Wray was able to coordinate another block of rooms at the Lighthouse Lodge & Resort through the BMWCCA for our E31 group in early 2016.

Hotel rooms were in short supply all over the immediate area and were going at a premium rate for the week of events in Monterey. Finding a restaurant that would accommodate our group of 25-30 people for dinner proved to be another problem. Most restaurants required a \$2,000 to \$3,000 deposit in advance to book a reservation. Finally, after many phone calls and discussions with restaurants owners, I was able to organize two dinner locations for the weekend. Our Friday dinner would be in Pacific Grove and our Saturday night farewell dinner, for those going home on Sunday, was arranged in Carmel. Tom Jacobsmeyer selected a Thursday night BBQ dinner location in Salinas, a nearby farming community.

The next challenge was to coordinate a meet and greet location for everyone together on Friday morning so we could drive out as a group to the Legends of the Autobahn. Luckily Michael Kugel lives just 2 miles from the entrance to the Legends and was gracious to offer a meet up location at the clubhouse parking lot.

Next task was to coordinate those who were attending from other parts of the state and country with all the date, time, and place information. Next was arranging the caravan of SoCalEights members from the Los Angeles area to Monterey. That turned out to be a little easier. However getting everyone in one place at the same time through early morning Thursday L.A. traffic, turned out to be a little more difficult. All but one of our members made it near our depart time. He later met with us in Pismo Beach.

## 2. On Our Way!

After 11 months of planning and preparations, the day finally arrived. Thursday morning started with eight SoCalEights



Eight rolling 8's and one 3 Series caravanning 300 miles on Hwy 101 just north of Santa Barbara

meeting at 9:00 AM in Calabasas. However due to a traffic accident, two of our members were delayed including myself. The caravan finally left the Calabasas location at 10:15 am. Our trip took us north for our 300 mile trip on CA State Hwy 101. We made three stops along the way. A 15 minute rest stop in Buellton, gas stop in Santa Maria and lunch in Pismo Beach.



Stop #1 -Rest Stop in Buellton CA





Stop #2 -Gas Pit Stop in Santa Maria



Stop #3 -Rosa's Italian Restaurant in Pismo Beach

### 3. Thursday's Welcome Dinner

After a long six hour trip, we arrived in Salinas then waited until everyone staying in the area checked into their room. We gathered again at the "nofrills"(see curtains) Salinas City Barbeque for our welcoming dinner. We ate great food, drank microbrews beer, and shared conversations about our trip before leaving to retire for a restful evening.



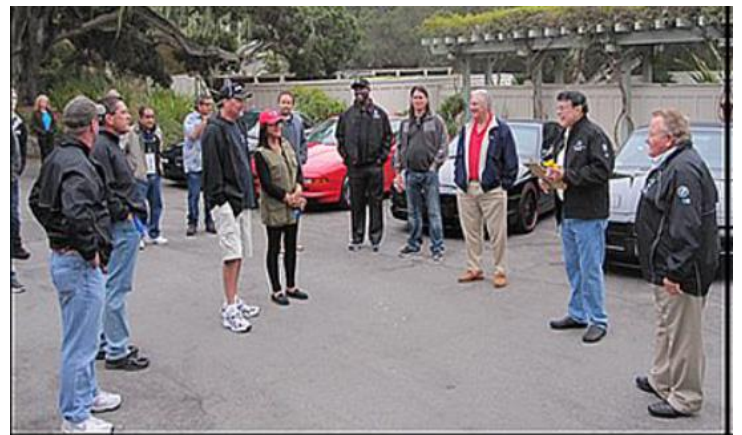
### 4. The Friday Morning Meet & Greet



On a gray morning with temperatures in the low 60's, we arrived at Michael Kugel's community club house parking lot surrounded by beautiful large oak trees draped in Spanish Moss. We paused to exchange pleasantries, meet new people and reunite with old friends. We pulled everyone together and I gave a brief welcoming speech. With everyone together it was the best time to take the group photo. We then arranged all 26 cars by model and color mix so we could roll out together as a group in our planned parking order.



Before heading out to Legends of the Autobahn held at the Nicholas Golf Course



Fern's welcoming greetings to the attendees







Rolling Into The Legends!

### 5. "Gentlemen, Start Your Engines"



Henry Christoff





Even with all the coordination, that plan hit a hiccup when we were separated by two traffic signals and poor directions by the event staff who misdirected some of our cars. We finally arrived at our correct corral area in groups of six to eight cars. We arranged our cars for the best possible color mix and used a long rope to position our front bumpers in a straight line.



Some attendees endured the brutally long line to get into the Nicklaus Country Club to take a peek at some German iron cars. The Legends of the Autobahn display areas are dedicated to BMW, Mercedes-Benz and Audi vehicles, but the parking lots were full of many beautiful non-German cars to see as well. With the variety of car in the display area and an even more impressive array of pristine cars waiting to be judged, it was certainly a great day doing what we love best.-Talking about Cars!



26 8'ers in the dedicated E31 Display Corral

## 6. Legends of the Autobahn

One of the major concerns that all attendees expressed was the confusing Legends of the Autobahn registration website. There were so many packages including the Festorics at Laguna Seca and Oktoberfest the following week, each with various types of entry passes, meal purchases, and parking options which made me spend a great deal of time helping the attendees get through the registration process.

In the end, we all got registered with a couple of mishaps with wrong parking passes. However, after a discussion with the Legend's Field Manager, I was able to get those who had the wrong pass able to line up with the rest of our group in the dedicated E31 Display Corral.



Looking from center to left



View from center to right



More 8 Series were represented than any other model!



more so this year since it was dominated by BMWs. We were all fortunate to be part of this year's Legends of the Autobahn celebrating BMW 100th Anniversary.



*On The Nicholas Golf Course*



*Alpina B12 5.7 in the special Alpina Section*

Once we were set, everyone was on their own to walk around and enjoy all the beautiful German cars on display. We looked at some amazing vintage and current models from BMW, Mercedes Benz, and Audi. It was absolutely wonderful to see so many great cars in one place. The annual Legends of the Autobahn always is an outstanding exhibit of cars and

### **7. Friday's Welcoming Dinner**

After a long day at the Legends, we headed off to Pacific Grove. When we arrived, there was a classic, hotrod, and vintage car show on the main street. During this weekend there were many car shows all over the Monterey Peninsula.



After the show was over, twenty-five of us met at the Red House Café in Pacific Grove for dinner. I had arranged with the restaurant owner to have a special room for our group. The food was fabulous and all enjoyed our dinner and great camaraderie. It was an exceptional closure to a wonderful day.



The Red House Cafe



Pacific Grove Car Show on Lighthouse Ave.

**E31 Chapter and SoCalEights Attendees:**

Art & Alfred Cortez  
Alec Cartio

Brian Retke & Family  
Dan & Val Bridges

Dmitriy & Inga Linko  
Ed Mull  
Gary & Kevin Corcoran  
Henry & Kristi Christoff  
Jeff & Henri Ivarson  
Mart Jaama  
Michael Kugel  
Bill Miller  
Roger & Paula Goyins  
Ronn Harris  
Tom & Mary Kay Jacobsmeyer

Don Riehl  
Fern & Grace Mora  
Hal & Beverly Compton  
JannWimmer & Curt  
Mark & Maggie MacFarlane  
Merv Hanna  
Mike Truyan  
Rodney & Lyz Moore  
Ron Acher  
Steve Knodos

*Cameo Appearance: David Richards*

***Being an 8 owner has rewarded me with wonderful experiences and meeting the best friends that I will ever have.***

***By Fern Mora, SoCalEights President***

**Credits Go Out To**

- Gary Corcoran, our VP for his article inputs, great photos and his commitment to helping me with SoCalEights newsletters and events.
- Tom Jacobsmeyer , our Event Coordinator for helping set up our welcoming dinner, submitting his pictures and for his many ongoing contributions to the club.
- Roger Wray ,BMWCCA E31 Chapter President, for his support by arranging a block of hotels rooms, setting up insurance for the caravan, and our contact liaison with BMWCCA organizers.
- Michael Kugel, for allowing us to invade his home turf and taking over his clubhouse parking lot with 26 Eights, and for submitting his pictures.
- Steve Kondos, for allowing five of us to stay with him at his father’s house in Pacific Grove and for his many contributions to our club.
- Jeff Ivarson, Mart Jaama, Marv Hanna, Mike MacFarlane, and Henry Christoff for submitting their pictures.
- Grace, for putting up with all the distractions while planning this event and for her patience while having to make many changes to our original plans. Nothing was ever certain.
- Most of all, I wish to thank each and every one of you, your wives, significant others, family, and friends who participated in this historic BMW 100th Anniversary Celebration. Without all of you, this event would just have been another weekend car show.



# The Highlight of My Summer

By Gary Corcoran

...

Our father-son adventure began Thursday morning on August 18th caravanning up Highway 101 with other 8 Series owners. We've all experienced the individual attention we receive, but there's additional pride when you're one of the birds flocking together single file on the road. We get to see what our cars look like from all different angles, our luxury GT art forms doing what they do best—cruising effortlessly on the highway at speed. After a long but not tiresome day of driving, we enjoyed a BBQ dinner with our group in Salinas and then headed to our places of rest in anticipation of the next day's event.



Gary and Kevin

Early Friday morning, 26 Eights staged at Michael Kugel's residence near the Nicolas Golf Course in Monterey so we could arrive together at the Legends of the Autobahn. We headed off in formation but became separated by mass chaos at the entry gate and lack of directional signage once inside the private residential community. No worries though, if we weren't up to a challenge, none of us would own an 8. All of us eventually made it to the golf course and parked side by side in our designated E31 display area. What a sight! By far, we represented the largest group of BMW models in attendance.

Legends of the Autobahn features classic and current models represented by BMW, Audi, and Mercedes Benz car clubs. The number of unique and beautiful cars is too overwhelming to describe here, but all could be viewed given a full day of walking around the golf course aided by unlimited and free Spatenbeer. Highlights for me include the E24's, as I've always admired the styling of these famous sharks, which are the predecessor to our 8 Series models. I hope to someday add a 1988 M6 to my BMW family.



E24 6 series

Two 507's were on display near the BMW Classic's Tent. The red one won Best of Class, Best of Marque and overall Best of Show, and has been owned by the same gentleman for more than 40 years. The white one was once owned by Elvis Presley and its restoration has been featured in numerous publications recently.





BMW 507

participating in track events as part of the Monterey Week extravaganza.



1996 F1 McLaren GTR



Elvis Presley's BMW 507

BMW was the featured marquee this year to celebrate its 100th Anniversary, so there were special areas and activities dedicated to all things BMW. Based on photos and descriptions submitted during registration, a variety of BMWCCA member cars representing BMW car history were selected for display in the Lakebed area near the main BMW hospitality tent. Of these cars, about 100 were invited to participate in the BMW Festorics Parade Laps.



Gary Corcoran's 94 850Ci



Grace – she always goes for the Blue BMWs!

Last but not least were the sights, sounds, and smells when the BMW caretakers started up and drove away the 1996 F1 McLaren GTR with BMW V-12 power. Awesome!

The Rolex Monterey Motorsports Reunion at the Mazda Raceway Laguna Seca included 550 vintage race cars



Rodney Moore's 97 850Ci





Steve Kondos' 91 850i

invited to drive our cars on the racetrack in the parade. Upon arrival in the morning, we showed our driver's license, proof of insurance, and signed waivers and documents agreeing to abide by parade participant rules.

One rule on a poster board that caught my attention was "No Indecent Exposure". Hadn't thought of that, but makes you wonder what caused the creation of this rule?

At 11:30am, we gathered for a driver's meeting. Due to the loud background "music" of cars racing on the track, we could barely hear what was said other than we were to enter the track forming two lanes side by side, and go no faster than 20 MPH! If all went well, we may be allowed to drive a second lap. Oh well, figured we'd just line up and follow the car in front of us. Evidently, everyone else thought this too.



Mike Kugel's 93 850i



M1 with Mike Kugel behind

Gentleman, Start Your Engines!



Staging at the Laguna Seca Track before the parade laps

On Saturday, August 20th, Mike Kugel (MikeKugel), Steve Kondos (bruinbro), Rod Moore (M6BigDog) and I (gary8), were honored to display our 8 Series in the Lake bed and

Around 12:30, we began queuing up to enter the track. We planned to have all four of us in a row, but Mike was ahead of us in line and behind a beautiful red M1. As Steve, Rod, then me crept forward through the parking area, the officials would not let Mike move to the side and wait for the rest of us. After we entered the track near Turn 5, everyone remained in single file, breaking Rule #1.





Rodney Moore at the Dreaded Drop Off

As we started to make our way around the track, I remembered what Rod had told me earlier as he has driven the track in the past. "When you get to the top of the corkscrew, it drops off quickly. So beware, you will not be able to see the track surface for a moment." Boy, was he right. Not only could I not see the track until I crested the peak and began heading down hill through the famous turns, I couldn't see Rod either! Time to break Rule #2. Catch up to him and the rest of the pack as quickly as possible. Fun!



Gary Corcoran, Rodney Moore and Steve Kondos

Everyone gathered up again near the start-finish line and again preceded single file at our slow, parade lap pace. Happily, we were waved on for another lap. It then came to me, probably from watching Laguna Seca races on television. Experienced race car drivers know to aim for the oak tree when exiting the drop-off at the top of the corkscrew to be positioned for the first downhill turn. Ok, got it. Again, we were tightly grouped until reaching the top of the corkscrew. I did a little better this time as I could at least see Rod on the way down, yet he was far ahead of me again. I think my son Kevin then said something like "Punch it Dad!" More fun!



Windows down, so under 100MPH

## Parade of Vintage BMWs



The rest of the afternoon, we walked around the entire track enjoying the different views while watching and listening to the beautiful whine of high revving 12-cylinder Ferraris, and the throaty roar of Can-Am and Trans Am cars. We also toured the paddocks getting up close and personal with hundreds of vintage race cars. We had one final stop to make.





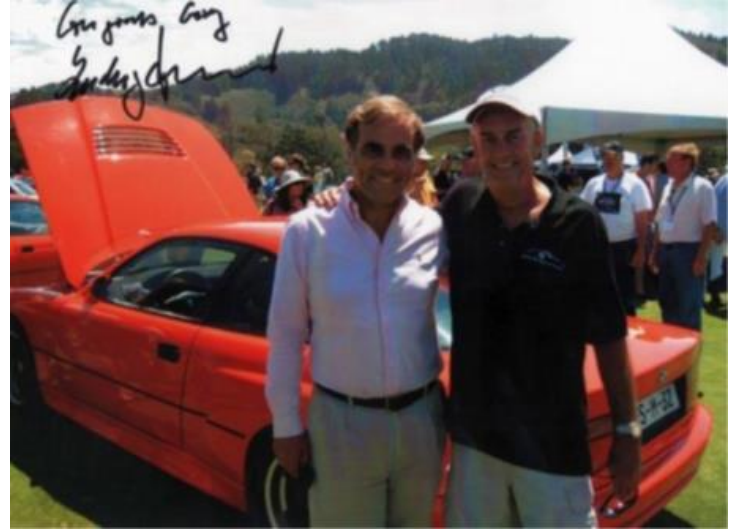
Earlier in the day while in line for the parade lap, a fine gentleman and his wife came by my car and we made arrangements to meet at 3:30, just before he would be racing the legendary #25 BMW 3.0CSL Batmobile.



### A Day To Remember

I have had the pleasure of meeting with Ludwig Willisch, president and CEO of BMW North America on several occasions. The first time was at the Rose Bowl in Pasadena during Bimmerfest when he arrived to announce the new 6 Series Grand Coupe. When he heard there was an 850CSi on display, he and his entourage made their way to see my car. He explained that while he was president of MGmbH in Germany, he purchased a new 850CSi for his wife's father

and enjoyed some spirited driving for several weeks before delivery to his father-in-law. The second time, we met at Legends of the Autobahn alongside the M8 in 2012. This year, I brought photographs taken of us together at these previous events so when we met again as he prepared to race in the afternoon session, he autographed them for me. That was icing on my cake because August 20th, the day I spent with my son and 8 Series friends at Laguna Seca, was also my 60th birthday!



Gary and Ludwig Willisch

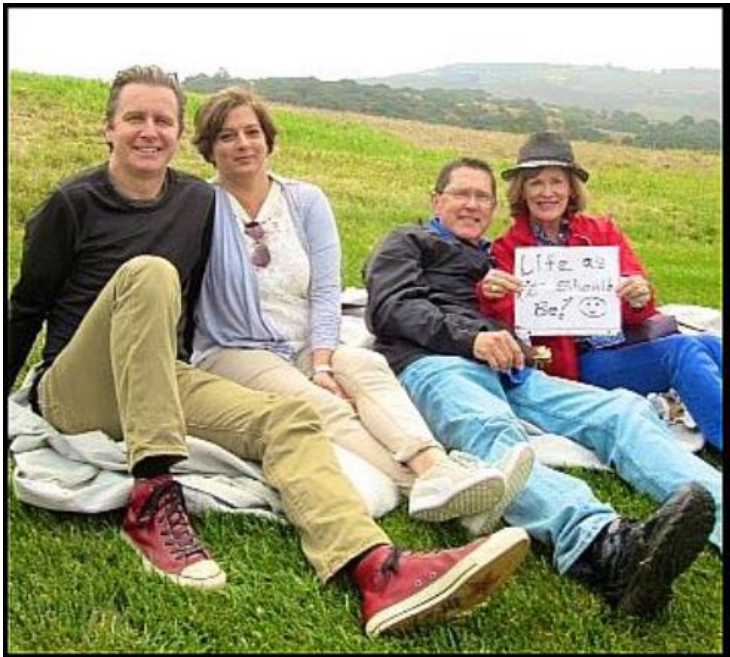


Sign in the following pictures reads:

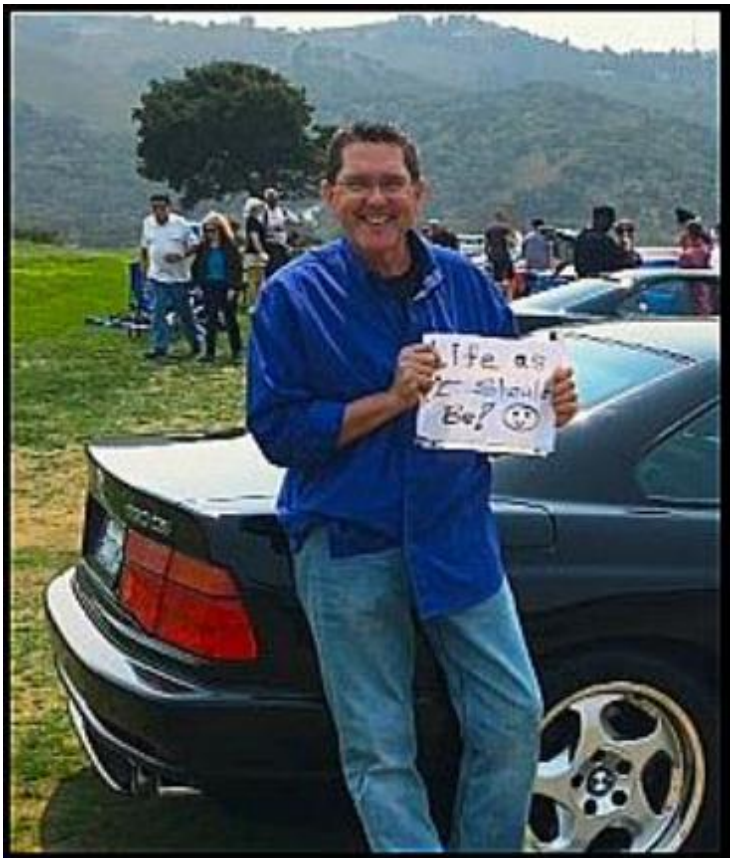
***"Life as it should be?"***







Kevin & Gary Grace & Fern



Alec sleeping

We worked our way through the sea of red cars, shirts, hats and every conceivable garment you can think of to our destination at the other end of the complex. There are eight restaurants to select from in the Barnyard Shopping Village.

It's Saturday night and for those who attended the Festorics it was a long day. Others who did not go to the races but enjoyed other activities were nevertheless worn out and hungry as well. Most of the group had other plans but a few of us gathered informally at the Barnyard Shopping Village in Carmel for dinner. Another car club was there in the parking lot with dozens of Ferraris displayed.



Farewell Dinner





Ferrari's on display



The Barnyard Shopping Village

Ten of us decided to have dinner at Lugano Swiss Bristol while others dined at the sushi restaurant next door. This dinner was the end to a beautiful weekend but not an end to

our friendships. Everyone enjoyed our time together meeting new acquaintances and seeing many old friends again.

My thoughts always drift to the first time I met so many of my fellow 8'ers at the 2003 8-Fest and various other events. I remember the good times we've had together based our common love for the 8 Series. We couldn't agree more!

*By Gary Corcoran Vice President, SoCalEights*



**BMW Car Club  
of America  
E31 Chapter**





# BC 8's WrenchFest – September 2016

By Henry Christoff

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Billed as the last WrenchFest of the 2016 season, there was a good turn-out of cars and people considering the weather conditions. Although the weather had been perfect for weeks prior to the September 17th WrenchFest, Saturday morning dawned cool, very overcast with a lot of rain. We were lucky that the rain tapered off around lunch time and in the early afternoon the rain had passed. Wuffer had arranged for a paintless dent removal expert to attend and get busy on some E31 dents. We all watched in amazement as he worked his magic on those pesky dents. In no time, dents were removed!



Dent Removal

Those of you who committed to attending to have dents removed but didn't show due to weather missed out on a good deal and excellent results.



Ron, Tom and Andrew with the GT1



The GT1 DIS in action

Welcomed to the BC 8's Saturday WrenchFest, and receiving the Longest Distance Travelled award, was Ron Acher from New Jersey. A true 8 Series enthusiast, he owns two E31's- a 1991 850i Mauritius Blue car and a 1997 850Ci Orient Blue car. Ron located both his cars using AutoTrader.



Tom and Jamie discussing chassis vibration dynamics

After some clearing of codes using the GT1 on Jamie's car, the dent removal got underway. Glen also needed a bulb replaced in his MID unit and there was a lot of talk of the recent Luxury & Supercar weekend at Vancouver's Van Dusen Botanical Gardens and the Langley Cruise-In. Glen discussed his recent spark plug and ignition coil adventures and the superb service he received at Nixon Automotive in Burnaby.





*Umm...did you know someone has stolen your AC condenser?*

Jamie talked about his recently completed M70 engine rebuild on his car and the other driving issues he encountered that needed to be sorted- mainly road vibrations at speed. Wuffer suggested it might be the wheels, based on the description Jamie provided of the symptoms. It turned out that the wheels on his car were not E31 specific and needed hub centric rings which Tom just happened to have a set available. Stay tuned for an update on this issue!

8 owners who attended: Gerald O. - no 8 at event; Chris L. – Seattle, 93 black 850i; Martin C. - 96 Calypso 850Ci; Jamie L. - 91 Laguna 850i J-spec; Dietmar U.- 91 white Jspec; Marcel V. – no 8 at the event; Glen- 97 black 840Ci; Andrew N.- driving a Smart Car (his 8 Series in the body shop); Henry C. – 91 Calypso 850i; and Tom C. (Wuffer) 91 red 850i.

Until next time...Henry Christoff





by Antonin Teyssier  
Président, BMW Club Serie 8 France  
Secretary, BMW 8er Club International



The BMW Museum, Marketing BMW Group Classic BMW Club & Community Management organized a program to celebrate the 100<sup>th</sup> Anniversary of BMW in Munich, Germany. BMW celebrated the centenary with BMW festival and BMW Festival Night from 9 to 11 September 2016.



On 7 March 2016 – one hundred years to the day since what’s now known as BMW AG was first entered into the commercial register – the BMW Group launched its 100<sup>th</sup> Anniversary celebrations.



Running under the motto THE NEXT 100 YEARS, a unique program of centenary events was scheduled to travel the globe, with a particular highlight being the BMW Festival and BMW Festival Night from 9 to 11 September 2016 in Munich







Thousands of visitors from Germany and around the world attended the event, which was held in the Munich Olympic Park, near to the birthplace of the company. Venues included the Olympic Stadium, its parking area and Olympic Hall as well as BMW Welt and the BMW Museum.

Attendees pictures with their cars was taken on arrival:



BMW Festival – daytime schedule:

From 9 to 11 September 2016, three days of events in the Munich Olympic Park were held to present the BMW brand

along with its BMW M and BMW i sub-brands, BMW Motorrad and BMW Lifestyle. Covering an area of 110,000 square meters, the show offered visitors the chance to experience the entertainment and excitement of the BMW brand and its products – past present and future.

In a unique brand presentation, guests from around the world included more than 2,000 international BMW Club members, who experienced the emotion and fascination of BMW to the fullest. In a relaxed and lively festival atmosphere, attendees were able to immerse themselves in the world of future mobility and connectivity through interactive elements or by simply sitting back and enjoying the information, inspiration and fun.

The experience zones were spread out around the 300 or so classic and current vehicles. The day programme offered something to suit all ages and tastes and includes all sorts of surprises.



*8er.org member's 8s on display*

Admission to the daytime BMW Festival was free of charge for everybody.



*Z8's on Display*

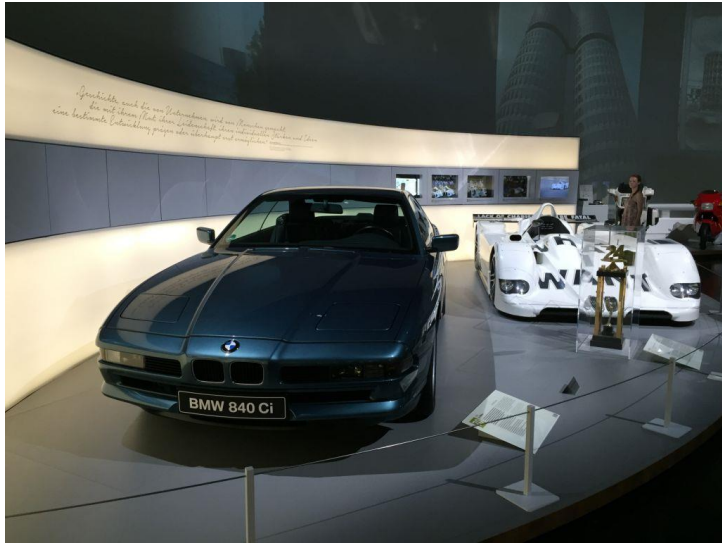


## BMW Festival Night:

On 9 and 10 September 2016 the BMW Festival Night in the Munich Olympic Stadium will present the BMW brand's success story and celebrate the next 100 years to come. Hosting the centenary show will be top German radio and television personality Thomas Gottschalk who hosted the show, and wowed audiences with a cast of prominent people and legendary cars and motorcycles.



*BMW Classic's Display*



*840Ci on Display at the Welt Museum*

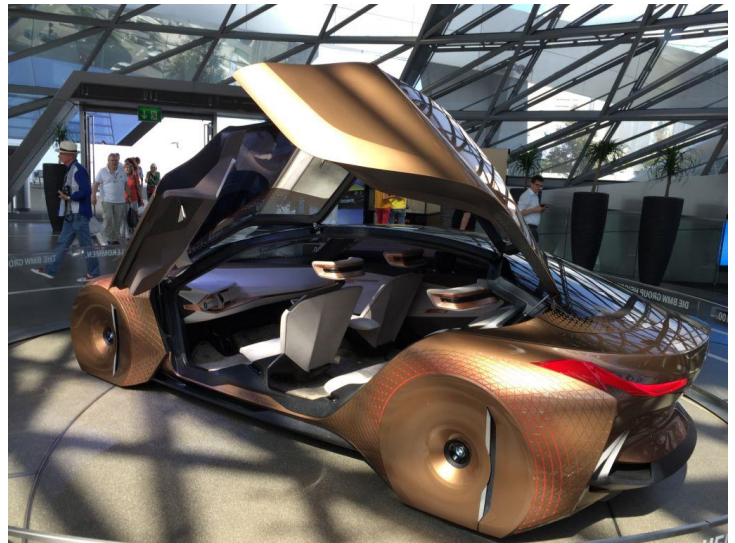
There was also plenty of musical highlights, ranging from classical to pop, courtesy of an array of renowned international artists and groups, including the Munich Philharmonic Orchestra, Eva Lind, Peter Kraus, Lena, Simply Red and Sunrise Avenue.



*Beautiful BMW Concept Roadster*

Completing the package was a series of captivating performances, such as the world famous 'Red Bull Flying Bach' by world champion breakdancers the Flying Steps.

## More 8s on arrival:



*The BMW Concept...does it drive...or FLY??*



*The Original BMW Turbo Concept Car*





*What would Munich in September be without BEER!*

BMW Festival Night and BMW Festival – an overview:

BMW Festival Night highlights included:

- BMW VISION NEXT 100 on show in the Future Exhibition at BMW Welt
- Family Photo: The latest range of BMWs took to the stage
- BMW Clubs from around the world presented their automotive gems in the parking area of the Olympic Stadium
- Live drift-shows and taxi rides in the Olympic Stadium

**BMW Club E31**  
**8er France**





# The Time Attack Car Less Obvious

by Paddy McGrath  
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I don't think I've ever looked at a BMW 8 Series and thought 'this would make a great time attack car.' I'm likely not alone in this thinking either, but thankfully someone out there did and the real-world result is all sorts of amazing. Honestly, this was one of a few cars at Gatebil that brought a huge smile to my face.



It's very much a car that embodies the Gatebil spirit of building something that pleases the owner and to hell with what anyone else thinks. It's a build that has chosen the path less obvious, for good or bad.

It would appear to be running the original BMW V12, although with the custom intake and turbocharger setup, it's difficult to identify it as any of the M70, M73 or S70 variety of V12 the 8 Series came with from factory.



Speaking of boost, there's clearly no shortage of it on this particular application. A single Garrett M24 drives 1.7bar (24.6psi) of boost into the engine, producing 1,378hp and 1,155ft/lbs.







Inside, is your typical spartan race car affair. A Samsonas selector, presumably attached to a Samsonas sequential gearbox, being one of the main highlights. I say 'presumably' because nothing is ever certain at Gatebil.

I can't imagine too many will be rushing out to replicate a car like this, unless it starts tearing the field apart, but that makes it all the better. It wasn't the only BMW in the Extreme class at Gatebil that's worth looking at either...

The Gatebil Experience. Shot on location in Norway at the Rudskogen track. Gatebil is Norway's series of events celebrating the ability of hundreds and hundreds of horsepower to absolutely vaporize a full set of tires.

The aerodynamic package appears to be completely bespoke, but perfectly suits the original car's body shape.

Original article: <http://www.speedhunters.com/2016/07/the-time-attack-car-less-obvious-a-bmw-8-series/>





# Auxiliary Fan Replacement

By Tim Meek

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I got the A/C regassed at the local garage and it stayed cold for all of ten minutes on the drive back from the garage. While I sat in the car, getting hotter and hotter the revs picked up and the A/C got cool again - and that's a sure sign that the refrigerant pressure was too high. Overpressure can happen if the refrigerant temperature is too high - to cool the refrigerant, the auxiliary fan runs at full speed. A quick grope of the auxiliary fan through the air scoop showed that the fan was completely seized up, and that was the cause of the high refrigerant pressure - a lack of cooling.

So, off we go then. Start by removing the cover over the radiators - this is easy as long as you know where to poke a screwdriver!



Twiddle each of the six fixings so that the markings are vertical



There are three arrows on the cover - poke a flat-bladed screwdriver between the radiator cowl and the radiator cover, this will release the three clips that hold the covers together



And off comes the cover by moving it backwards and up. Some of the fixings may fail - possibly a plan to have replacements ready



It's no wonder the fan gave up, how the air got through this lot is anyone's guess. The leaves and feathers are part of a nest that was made between the A/C condenser and the oil cooler by some kind of rodent - possibly a dormouse.



The nuts are 10mm and you will need to squirt each nut with WD40 or penetrating oil as they get pretty rusty in there.



Remove each of the three nuts and washers (top one is easy, getting to the lower one through the air scoop), the one on the left is awkward to say the least.



Here is one of the fixings, from the left are the fan frame with a special captive shaft (it can be bashed out though), a big rubber grommet, a large washer and a lock-nut.



Disconnect the connector-pair before trying to remove the fan assembly.

You will find that you can't just pull each grommet out of the bent-metal brackets as the front of the fan will hit a welded bracket just in front of it. Here's the plan: Pull ONE grommet away from the condenser at a time - and remove the grommet from the fan fixing. And then push the fan backwards so that it is back in its original position. This will allow you to do the same thing on the next fixing. Once you have all three grommets removed you will find that the fan can be wiggled out from the brackets reasonably easily. Just take your time, you really don't want to puncture the radiators.

<http://www.meeknet.co.uk/E31/Index.htm>



Shown above is one of the three bent-metal brackets (auxiliary fan removed for clarity) that hold the fan to the condenser.



You may have noticed that the bent-metal fixings have a slot in them. This is just wide enough to pull the grommets out when the pressure from the nut is removed. Lubrication helps - a liberal squirt of WD40 will ease them out.



And out it comes after a bit of wiggling - it only just fits between the cowling sides, but it's out!





The fan has failed in the normal fashion - the glue that holds one of the magnets on has failed and the magnet is now attached to the armature. I have heard of the E32 boys fixing this by taking the motor apart and re-attaching the magnet.



...but the housing is staked to the bearing housing and that doesn't look like it wants to come apart. For £108 I've gone for a new one.



Look at the mess behind the fan, that's munched-up paper, leaves and other stuff. As seen earlier there is a nest behind the condenser. So, time to clean it all up.



A stick and a vacuum cleaner was the way to start, that removed the nest (I would guess the nest was not actually used as I drive the car at least three times a week) and the leaves and other debris.



Next I got out the garden hose and gave all four radiators a good blast in all directions to clear out the fins - this worked really well.



Eventually the water flowed easily through all four radiators. That will do, time to fit the new fan





The new fan has slightly different fixings - the grommets are the same though. I tried a test fixing of one grommet to the bent-metal brackets - it was a tight fit so I'm greasing them up here



My plan is to pre-fit two of the grommets, the awkward one on the left and the one at the bottom. The reason for this is that with the fixing going through the grommet they really didn't want to push into place without a LOT of pressure. I wasn't happy putting that much pressure on the condenser. So two grommets fitted like this using a thin screwdriver (a bigger one stops the grommet going in)



Now, the plan was to drop the fan bolts through the grommets as I lowered it down. This would have worked nicely with the old fan as the bolts were firmly attached to

the fan. But, the replacement fan has standard bolts that just flop about. With a bit of wiggling about I got both the bolts through the grommets in the end.



Fit the washers and nuts on the left and lower fixings - use Loctite 222 on the threads or the nuts will wobble off again. Loosely fit the washer and nut on the upper grommet and then push the grommet into the bent-metal brackets

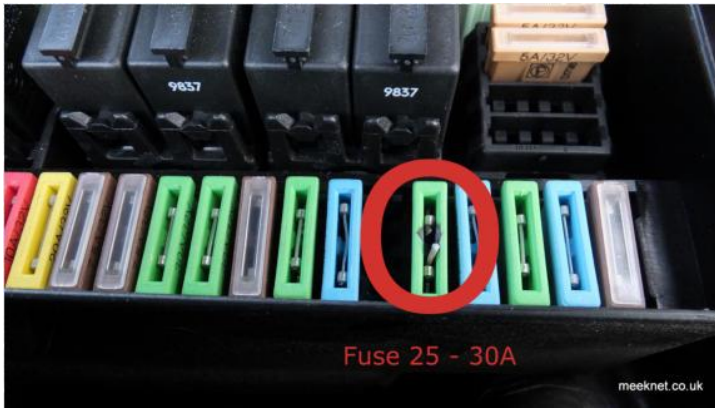


A bit of 222 on the threads of the upper fixing and nip the nut up - don't over-tighten the nuts or the grommets will distort.



Open up the main fuse box...





...and replace Fuse 25 (30A)



Ignition to position II, A/C ON and the fan should start spinning



Cover back on, slot the front into the nose and line up all the fixings



Give the cover a good poke where the three arrows are and the cover will click into the radiator cowl leaving it flush.



Give the six fixings a careful 90-degree twiddle - replace those that break, and some will.

The A/C obviously works a whole lot better - but a strange side effect was that when the compressor cut out (as the evaporator temperature reached the cut-off point), instead of the revs dropping to a loping 450 RPM which it had been doing for a while, it reverted to dropping to 600 RPM as it should do - so all good!

All done, time for a Cup Of Tea!

-- Tim



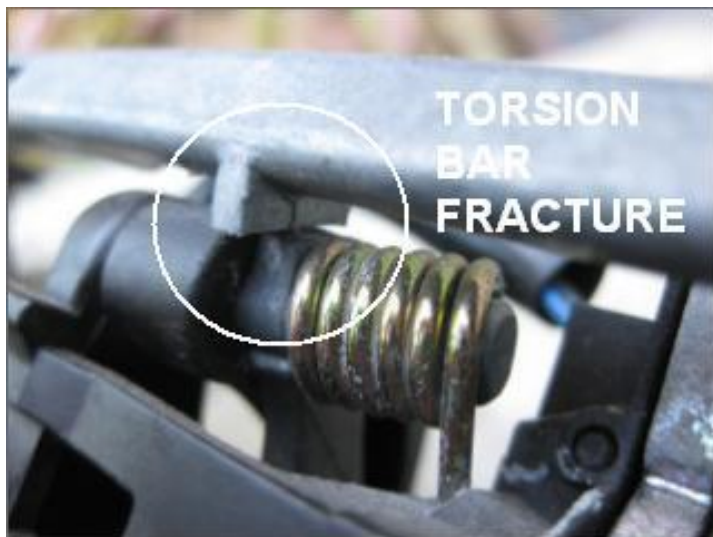


# Door Handle Repair Kits

By Hyper

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The E31 has a dozen or so forced maintenance issues and these include the door handle's outside mechanism. The unexpected trouble is that you lift the outside handle, do not feel a normal resistance and the door fails to unlatch and open.



This problem actually may occur either suddenly or creep up progressively.

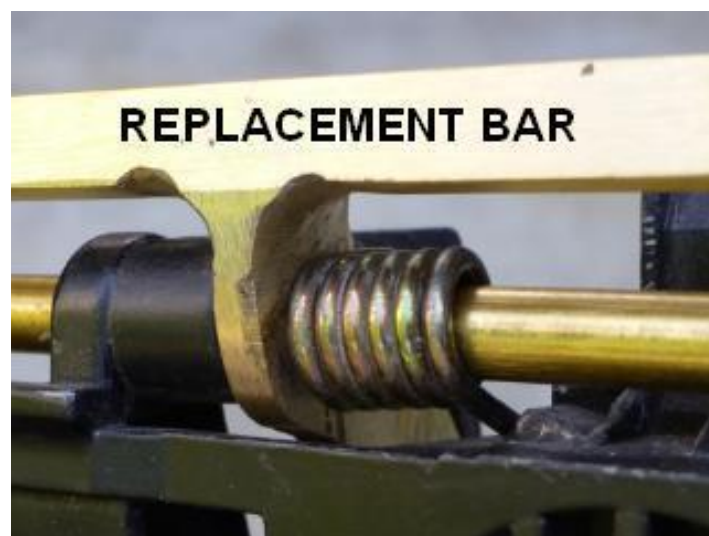


The immediate cause is that an internal torsion bar made of zinc alloy has fractured due to fatigue over time and number of operating cycles. A still deeper cause is an improper design, a combination of mechanical geometry and materials.

The failed bar can no longer transmit force from the outside handle to the actual latching mechanism in the jamb. Furthermore the return spring for the outside handle no longer tugs the handle back flat, and this can contribute to problems with sensing of door operations.

In the past, one solution was to buy a new handle assembly. However, this merely resets the clock on the same failed design.

A second, more substantial trouble is that the assembly has transitioned into NLA status according to reports.



As an alternative, one owner has created a DIY kit that replaces the failed internal torsion bar rather than the entire assembly. The new bar is of brazed brass and features a continuous axle that stands up to the twisting forces of the return spring.

Over 200 of these kits have been installed over 3+ years. Half the kits are owner installed, while the balance is typically forwarded to independent shops. "It's my contribution back to the E31 community to fabricate these replacement parts and get owners back into their cars", says Hyper of 8pivotalMoments in California.

For more information on ordering these kits, please contact: [hyper@8pivotalMoments.com](mailto:hyper@8pivotalMoments.com)



# MID Service Menu

From e31.net

What is the service menu?

In the service menu of the onboard computer you are shown internal data and can change some settings. Interesting is the instantaneous fuel consumption, the current speed and the fuel left.

Press the 1000 and 10 keys simultaneously. The display will then show 'TEST\_NR.: --'. Now enter a two-digit code as usual in order to select the corresponding function (see table below). Activate it by pressing 'SET/RES'.

Unlocking the onboard computer

The cars are delivered with a disabled service menu, of course. The only function available even when locked is the display test (function 1) where all LEDs of the MID light up.

To enable the service menu, press 1000 and 10 simultaneously and execute function 19. Has the menu been enabled, the display shows 'LOCK OFF'. Add the day and the month of the date shown by the OBC. For August 7th for example that would be 8 + 7 = 15. Enter that number and press 'SET/RES'. Now you can access the following functions.

Function description of the service menu:

Function	Description
1	Display Test
2	Instantaneous fuel consumption in l/100 km
3	Instantaneous fuel consumption in l/h
4	Fuel consumption for calculating the range
5	Current range
6	Probably fuel left in the tank.
7	Fuel left in the tank
8	Current speed in kph
9	Probably the battery current
10	? Some data

...

11	Setting of country specific language and measuring systems. Select desired country setting with the 1000 and 100 keys, then activate it with 'SET/RES'.
12	Speed to calculate time of arrival
13	Time of arrival
14	Creation date of the ROMs
15	Some error display. Switch over from one error to another with the 1000 and 100 keys.
16	Displays data from some internal port. Choose port A to F with th 1000 and 100 keys.
17	Changing a sound from 'ITON' to 'DTON' and vice versa. Activate with 'SET/RES'. Has no effect in my car.
18	No visible function
19	Unlocking the service menu.
20	Clears display and key functions. Pressing a key results in LEDs glowing in the corresponding display area. Normal operation is only re-established by turning off the ignition.
21	Display gets very bright for a short time, then goes dark. After a couple of seconds the computer responds again to pressed keys. Service menu is locked again. Probably reset of the onboard computer.
22-29	No visible function

Information source: [http://e31.net/OBCCodes\\_e.html](http://e31.net/OBCCodes_e.html)

**Editor's NOTE: The webmaster nor the editor/BMWCCAE31 will not be held responsible for damage caused by using this information! Use this at your own risk!**



# Announcing the Southeast 8 Gathering 2017 – 10<sup>th</sup> Anniversary

The BMWCCA E31 Chapter is pleased to announce the 10th Anniversary Southeast 8 Gathering. Mark your calendars - the 10th Anniversary Southeast 8 Gathering will be headquartered once again at the Lakeside Inn, the historic Victorian Hotel located on the shores of Lake Dora on March 3 - 5, 2017.

## **2017 Southeast 8 Gathering - 10th Anniversary March 3-5, 2017 Mount Dora, Florida**

A special event is planned celebrating the 10<sup>th</sup> Anniversary. The event will include a Welcome Greeting Friday evening, a drive out for a German brunch Saturday morning with return to the Lakeside Inn. We will then enjoy a "Special Non-driving Tour" for all to relax and enjoy as someone else takes the wheel! Informal tech sessions as well as time to stroll through downtown Mount Dora will be available after our return. A Saturday Evening Banquet will be held followed by our customary Veranda party.



Hotel reservations are now open. We have secured a block of rooms for the event. Group pricing at the Lakeside Inn for the rooms start at \$159.00 per night. It is highly recommended that you make your reservations as soon as possible, as the Lakeside Inn and Mount Dora has become quite a tourist destination. It was recently featured in Southern Living magazine as one of the best small towns in the South, and if past years are any indication, the Lakeside Inn will sell out.

### **Hotel Reservation Information**

**Host Hotel: Lakeside Inn**

**Block Rooms set aside for March 3, 4, 2017**

**Hotel Reservation Phone Number: 352-383-4101**

**Identify yourself as attending the 2017 Southeast 8 Gathering**

**And ask for the special block room rates starting at \$159.00 per night**

**Book EARLY to secure your room ... this is a first come first serve rate and the hotel will sell out! Hotel Reservations are NOW OPEN!**

**For Event Registration, go to <http://www.bmwccae31.com/> and download the event registration form, or email [bmwccae31@gmail.com](mailto:bmwccae31@gmail.com) and request a registration form. Event registration forms will be available beginning October 1, 2016.**



**MORE SMILES PER HOUR.**



**BMW Car Club  
of America  
E31 Chapter**



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