



E31 Chapter *BMW Car Club of America*

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Upcoming Events

March Air Museum Tour and Brunch at the Mission Inn, October 10, Riverside California, fern.mora@socaleights.com for information

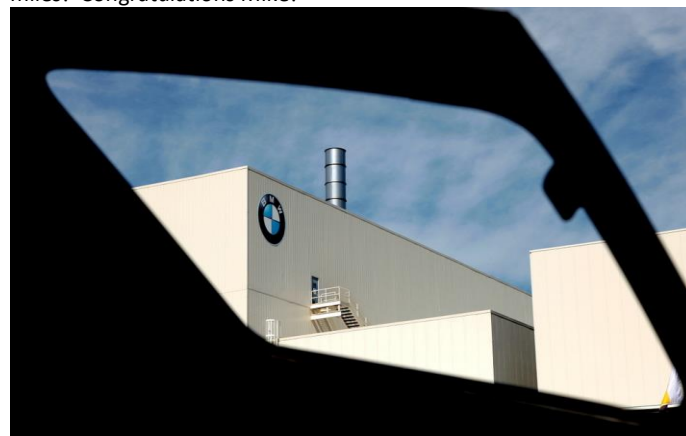
Euro Auto Festival, October 17, Greenville, South Carolina, <http://www.euroautofestival.com>

SoCal Vintage BMW Car Show, October 31, Van Nays, California, fern.mora@socaleights.com for information, <http://www.socalvintagebmw.com/>

SoCalEights Holiday Party, December 18, fern.mora@socaleights.com for information, <http://socaleights.com>

On the Cover

On the cover is Mike Maloney's beautiful 1997 840Ci. Mike recently received the "Best 2 Door Award" at the Connecticut Valley BMW CCA Chapter Annual Show and Shine Event. Mike's outstanding example of the E31 is just getting broken in, with "only" 232,000 miles! Congratulations Mike!



*by Roger Wray
President, BMWCCAE31*



Happy Summer Fellow 8er's! Hopefully the weather for everyone has warmed up as it has here in Florida, and everyone's 8s are out of the garage and enjoying the sunshine.

The BMW CCA E31 Chapter board has been busy the past few months, and behind the scenes we have accomplished several BIG milestones, and have others underway.

First, we have surpassed 100 members! This is quite an accomplishment for us, as we are only in our second year as a non-geographic chapter.

Second, after 18 months of hard work and lots of paperwork, I am pleased to announce that the BMWCCA E31 Chapter is now fully recognized as a 501 (c) (7) non-profit organization. This incurred an expense to the chapter for legal fees which essentially required all of our chapter's dues during those 18 months. Luckily, BMWCCA fronted us the funds, and took the payment out of our chapter monthly dues reimbursements. Happily, those payments were completed and we paid off the advance in full in June 2015.

This leads me to our third major accomplishment – we finally have a positive balance! Jon Nelson is doing an excellent job in keeping up with all the financial aspects of the chapter as our Treasurer, and his guidance on all fiscal matters. There are other issues which we will be dealing with and will require further funding, but at least we will be working from a positive balance sheet.

To recap, here are major milestones our chapter has accomplished:

1. We are legally incorporated as a chapter in the State of South Carolina as a Non-Profit Corporation.
2. We are fully recognized by the IRS as a 501 (c) (7) non-profit organization.
3. The BMWCCA E31 Chapter has its own IRS Employer Identification Number.

Thanks again to all the board members for their hard work and efforts. We are seeing concrete results for those efforts, and these results will benefit the chapter for years to come. Thanks too for all the chapter members who supports the BMW CCA E31 Chapter. Remember, it is the cars that bring us together, but it is the people who make us who we are!

BMWCCA Annual Chapter Congress 2015

by Jon Nelson

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This year's Annual Board Meeting of the BMWCCA and Annual Chapter Congress were held March 13-15 in Dallas Texas. Roger Wray, President and Jon Nelson, Treasurer represented the E31 Chapter.

BMWCCA Annual Board Meeting: This session was fairly short and focused on the business of the National Organization. New officers were introduced and various reports were given regarding the status of the Club and its activities. The incoming Executive President of the Club is

Steve Johnson, Eddy Funahashi is the Executive Vice President and Louis Goldsman was unopposed as Treasurer in the officer election process. Lou wanted to complete the process of managing the current IRS audit before he stepped down. I was most impressed by his candor and understanding of the legal and regulatory environment.

The Chapter Congress: There were sessions on a variety of topics with extensive Chapter participation. Roger described to me the environment of the 2014 Congress at which there

were expressed reservations by local chapters with a new non-geographic entity that had similar standing. Roger spoke to this on several occasions with Congress members but the previous reservations seemed to have dissipated.

The clear focus of the meeting was membership retention, with an outside speaker describing various techniques to increase the effectiveness of membership outreach. There was a general agreement that successful efforts need to address the diversity in interests of the current members, including racing, concours, and simple social get-togethers. The largest single integrating factor for the club is the Roundel Magazine, and it is also the single most expensive item the club undertakes. Direct regular contacts and social media are currently getting more attention and direct mail is no longer seen as an effective outreach approach. It was surprising that there was not more discussion on the value of having close ongoing relationships with dealers and repair shops. Nevertheless, combination of strategies for membership retention is probably the best approach.



Steve Johnson, BMW CCA President, Roger Wray, BMWCCA e31 President, Jon Nelson, BMWCCA E31 Treasurer, Frank Patek, BMWCCA Executive Director

There was a lot of discussion about the BMWCCA Foundation, a stand-alone entity created by BMWCCA that focuses on driver training and street survival. Other topics that received significant attention were insurance and accident liability (required for most events), and the Treasurers' Meeting.

The focus of the Treasurers' Meeting was to emphasize the importance of financial reporting, including the annual Balance Sheet and P&L to the BMWCCA, and the annual IRS 990 reporting requirement for not-for-profit organizations. During the meeting, the board voted to automatically withhold chapter rebates whenever chapter admin form and newsletter deadlines are not met. The board has directed the National Office staff to monitor chapter submissions and to automatically withhold chapter rebates when a deadline has been missed. Chapters will receive one warning and if the problem is not corrected within 30 days all rebates will be withheld. The National Office staff has not been empowered to grant waivers to this policy. Any and all appeals must be made directly to the chapter's Regional Vice-President (as a non-geographic chapter, the Executive Vice President serves as our primary contact with the National Organization).

The meetings were cordial and informative and I encourage all officers to participate if possible.



BMW 8 Series Convertible Prototype displayed at the BMW Factory during the 25th Anniversary of the E31, Munich, Germany.

Russian River Valley Wine Tour 2015

by Chris Reguero

In the second weekend of March, the BMW 8 Fest group gathered together in the Russian River Valley. Each year over 190 wineries in the Russian Valley participate in the annual Barrel Tasting along the Wine Road. This weekend wine tour has become a tradition of the group. Over 15 cars and 30 good friends attended this special weekend of fun and good camaraderie! Bill Fox and his wife came all the way down from Washington to catch up with their California Eight friends!



The weekend started Friday evening when everyone arrived at the Hilton Sonoma Wine Country Hotel. On Saturday morning after we had our registration and drivers meeting at the hotel, we started our sunny day of wine touring at the HANNA Winery. As always we were warmly greeted by the



... Hanna family. Delicious food items were paired with their luscious wines. The next stop was to the beautiful Kendall-Jackson Wine Estate. After that we were on to the Russian River Vineyard where we enjoyed a gourmet outdoor lunch at the "Corks" restaurant.



While waiting for our table we listened to great music and sampled farm grown foods. We can't forget Chester, the winery dog, who made you feel at home while putting his head on your lap for a snack or two.

Our last stop was to the Armida Winery where we enjoyed panoramic views of the Russian River Valley and the Mayacama mountain range. No day could be complete without a relaxing dinner at the favorite Cricklewood Restaurant in Santa Rosa.

There are a lot of great memories that have been created in this Eight family. After a dinner of laughter and great story telling, Dan Bridges and Pete Svendsgaard raised their wine glasses to celebrate the life of Karen Nencini and her love for the club. We came together as friends to honor her memory and to thank our founder Steve Cohen for uniting us all together in this great forum. We presented Steve with a very special gift that Dan hand crafted. Dan made from solid African Mahogany a wine casing that had Steve's name and date along with the etched 8 Fest silhouette of an 8 series car routed into the lid. Inside was a 1 ½ liter bottle of a 2010 Silver Oak Cabernet.

What a special touch to a very classy evening. Thank you Dan for taking the time to create a gift that embodies the spirit of this club. Our thanks to both you and Pete for all the years of planning our car events! Because of your efforts, we've enjoyed great times, created new friendships and had some good laughs!



Who would have thought a BMW 8 could bring so much to our life.



Alpina B12 5.7 and BMW 850CSi during high speed testing. BMW CAR Magazine

Bimmerfest 2015

by Tom Jacobsmeyer

BimmerFest 2015 was...well, festive. It was not the nice grass of the Rose Bowl but was a great event none-the-less. Our group met up at Starbucks early and caravanned to the site. There was a long line, 2 lanes wide, to get in and gave us a chance to jab with other car owners as we crawled to the entrance. The statement most heard by the 8's were that we were "coming in Heavy"...in California speak that means there were a lot of us.



The final headcount on registration was 2073, with 1024 of those being 3 Series cars, the most by far. We were pretty good with 35 registrations and about 27 Eights in our corral, the others ended up in other spots. The weather was cloudy all day but the good news was we didn't bake in the parking lots.



SoCalEights campfire being set-up by Fern and Ron. It did sprinkle a bit and it never warmed up much. Not a typical California day. The Auto Center Speedway is in the background and we were serenaded all day with cars roaring

...

around the road course. The track was a part of BimmerFest this year

SoCalEights and the E31's were well represented, and while rolling in we were mobbed by the cameras and spectators standing along the sides of the road. More than a few said that they have never seen so many eights in their life at one place.



The Auto Center Speedway usually gets a bit windy in the afternoons and even that didn't make an appearance. Lunch was provided by about 10 lunch trucks, the new "mobile cuisine" for events such as this.

There were two obligatory i8's in attendance but they didn't seem to draw as much attention, from the mostly millennial crowd, as did some of the aftermarket displays. Most interesting was the large and varied number of wheel vendors. 'Never seen so many different wheels in one place.



There were some really nice 3.0's in the group this year. Very nicely done. Fern's trunk is to the rear (blue car).



We had a lot of interest in the SoCalEights group and when a few hoods went up interest increased, especially around Gary's CSI (next to Fern's).



A nice stable of race cars were also on hand.





Fern said: "If you missed this years' event you missed the largest gathering of BMW's in the nation. I hope everyone who attended with us had as great a time as I did. Maybe next year we can get more of our fellow 8ers from across the nation to attend with us. It plans to be even bigger. Many thanks to all that attended."



850 CSI

Rust Never Sleeps

Photography and Text by Dan Bennion

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My Alpine White 1997 840ci was in dire straits when I bought it from its original owner for \$1. The poor car had been driven into the ground; the suspension was shot, the interior was tired, the body dinged up, the driver's door handle busted, and the oil had been changed maybe three times in 13 years. There was a giant gaping dent in the passenger side rear quarter panel from an unfortunate incident with a parking lot pole. To top it off, there was a "small" rust spot at the top-right corner of the rear window. The nail in the coffin was when the H31 brake booster failed, resulting in a lake of power steering fluid beneath the car. The previous owner called me up and said "If you can get this piece of crap out of my driveway, it's yours for \$1.00." Challenge accepted...



I spent the next 2 years in my garage replacing just about everything on my dream car, starting with that H31 brake booster. I ended up buying Gary Corcoran's "gently wrecked" almost identical black 1997 840ci and swapped just about everything over down to the fuses. I also replaced most of the suspension, brakes, and installed a new stereo. At some point I'd have to address the white smoke pouring out of the exhaust on cold starts, as I'd already replaced just about every sensor and seal on the motor (except one...)

The Rust of the Story

Next up; body work and a fresh coat of paint! I took my rescue 8 to Horizon Auto Body and Paint in El Cajon, CA on the recommendation of BMW guru (and owner of All American Driving School) Dan Tackett. During the process of prepping the car, Horizon removed the rear window to get a better look at the rust spot in the upper right rear corner. Lo and behold, we had a problem. I'm not talking a little "grind

it out and fill it in" problem. The more they chipped away at the rust, the more they found. What started out as 2 or 3 inches of visible rust turned into about a 6" diameter pit of badly oxidized German steel. The owner of Horizon called me down to the shop, and I was amazed at what I saw! I'll let the pictures do the talking.



Fortunately I still had Gary Corcoran's 840ci parked in my garage! After marking off where I would cut, I used an angle grinder to carefully remove the right rear roof and C pillar of the donor car. The body shop removed the corresponding section of rusted metal, prepped the donor panel, carefully cut it to a precise fit, and welded it in place.



After performing surgery to fix the C-pillar rust, Horizon inspected the rest of the car for similar issues. Fortunately,

there were only a couple other problem areas (the notorious sunroof panel rust, and a spot on the trunk lid), which they expertly repaired. They also fixed the massive dent in the rear quarter panel.



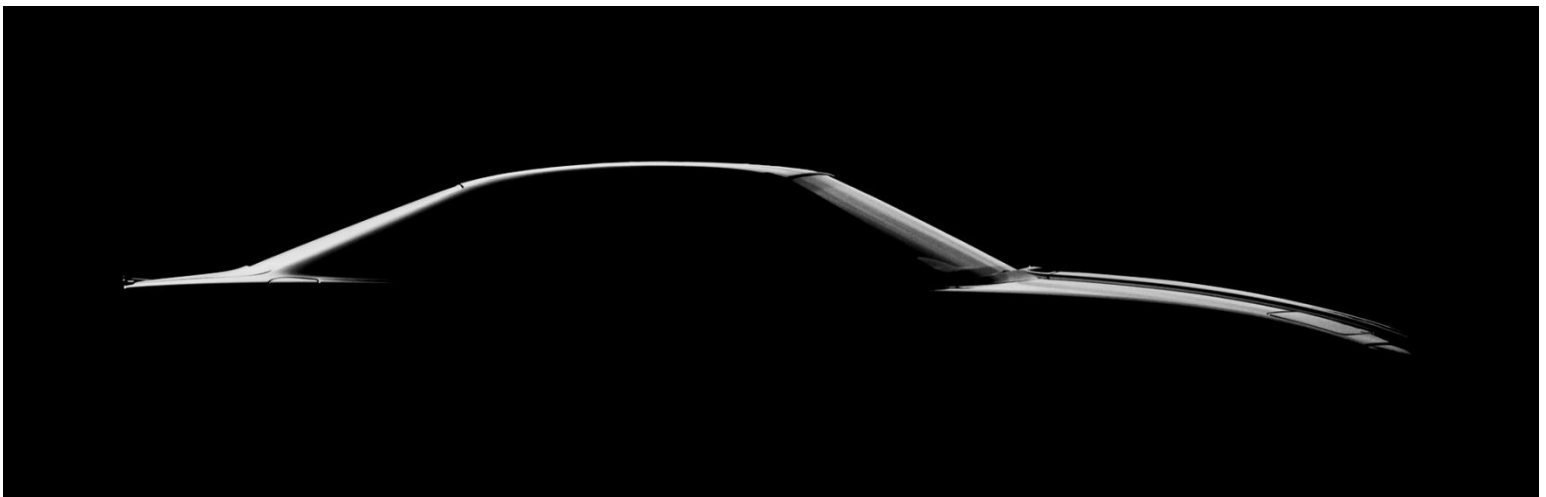
Ferrous Bueller's Day Off, and the Kindness of Strangers

With the rust repaired and the rest of the paint and body work complete, I picked up my mostly restored 840ci from Horizon Auto Body for a long joyride before heading home. It sure looked good! The only thing left was to tackle that white smoke issue and put a bow on it. I rolled down the windows, cranked up the stereo, and started cruising in the general direction of home. People were checking out my sweet ride – some were looking, some were pointing, and some were even trying to get my attention! “Wow,” I thought, “the car

must look *really* good!” What I failed to notice was the thick wall of smoke billowing out of my exhaust pipes. About 30 seconds later, the engine threw a rod and exploded. End dream sequence. This wasn't something I could fix in my overstuffed garage, so I reached out to bimmerforums member Walter B. (Braveheart67) who runs an aviation salvage business in El Cajon, CA. Walter let me tow my 840ci to one of his hangars to replace the motor – a job that required the help of several E31 owners, and took way, way too long (thanks again Walter. And thanks to Taylor Patterson, Radlaw, and Gary Corcoran who drove over 90 miles to help on more than one late night of wrenching).



The moral of the story; a spot of rust may be just the tip of the oxidation iceberg, and white smoke is not to be taken lightly!



SoCalEights Angeles Crest Highway Cruise

by Tom Jacobsmeyer

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The 2015 Angeles Crest Highway Cruise was excellent! When you get SoCalEights together on a trip it's always a great time.

We started at the Chase Library parking lot in Glendale and cruised through some really high-end real estate in La Canada-Flintridge, CA. Beautiful homes, tree lined streets made for a pleasant start to the event. We then cruised up through Gary's old stomping grounds and made our way to Angeles Crest Highway (via his quarter mile street race strip). We cruised up the road for about 10 minutes and made the obligatory stop at a turnout for the standard photo op.



After that we cruised the 25 miles the twisty winding road up to Newcomb's Ranch. Great drive. This is the quintessential biker bar but for BMW's, Honda's and a few Harley's. This was the leather road racer crowd with some pretty neat machines...at least that's what it was for a while. As we sat awaiting lunch (which was really good) and our libations (also really good) we heard a sound sorta' like "wing, ding, ding, diiiiiinnnnng, putta putta pop". Similar to what a bumble bee might do it if were pretty ticked off...but it wasn't bumble bees. It was the largest gathering (as I understand it) of the Lambretta Club for a meet. They are scooters, if you're not

familiar, that are similar to Vespa's but apparently more upscale. They kept arriving in bunches for about 30 minutes as they struggled up the hill to the Ranch at 5,430 ft. This was an "alternate" crowd to the other bikes that were moving out and brought a different feel to the surroundings. No leathers, just shorts, t shirts, flip flops and tennis shoes. In the SoCalEights tradition several of our members engaged the scooter people in conversation and found out a number of tidbits about the marque and the club.



After about 90 minutes lunch wound down and we began to mosey to the cars. As we did the scooter people began preparing to leave. Some jumped on, started up and wing-dinged off down the highway. Others spent much time working the kickstarters on their Italian machines, with others performing maintenance to get them down the hill.



You will notice that Gary's arms are permanently set in the "gesture of welcome". It's the SoCalEights way.

As we pulled out and moved down the hill groups of broken down scooter people were seen on the side of the road happily waving at the Eights as we moved on. A colorful group...until we ended up behind one going down. I think it was the slowest scooter in the bunch. While behind him, our group got passed by several scooters tearing past us. He did not pull off until we were halfway down the mountain. After that we took a bit more advantage of the road and had some fun.



We left in shifts from Mr. Wilson and the last group of four cars started down around 4:30PM. A long but excellent day. All the Eights performed admirably and are a joy to drive up and down a windy road mountain.

From here we proceeded to Mt. Wilson Observatory to see if we could observe...the 100" and 60" telescopes. We did get to see the 100", it was big, but the 60" was closed. Mt. Wilson was first started in 1904 and has had many transitions and upgrades since then. Edwin Hubble made a number of momentous discoveries there and the Hubble telescope is named after him. Probably the best thing for a visitor to the site is the view, it's pretty spectacular. There are tours but I think we were too late to join in.



If you didn't make this trip then join us for WrenchFest in Long Beach on August 8th. After that we take off to March Air Force Base Museum in Riverside County in October and then to lunch at the historic Mission Inn Keep up with us at SoCalEights.com



AZ 8's in Sedona

by Brian Diefenbacher

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On April 17th-18th, the Arizona 8's went to Sedona for an overnight road trip. Starting in Phoenix, the trip included



stops at Courthouse Butte for a short hike and to enjoy the scenery, lunch at the Sedona Airport Restaurant to enjoy the views, a picnic at Page Springs Cellars, and an evening BBQ in Red Rock Country. The trip included about 300 miles of driving in our amazing e31's.



We will plan other road trips in the future to enjoy Arizona and our cars. Attendees of the event included: Branko

Jozanov, Nena Jozanov Thi Huyen, Quyen Nguyen, Natalie Nelson, and Brian Diefenbacher.



SoCalEights WrenchFest at EF1 Motorsports

By Tom Jacobsmeyer

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It was a dark and stormy night... Well, that would be wrong. It was a bright and sunny day, as usual, in Southern California at EF1 Motorsports in Signal Hill, CA (it's next to Long Beach).



This is the home to the famous SoCalEights group of friends who share a common passion for one thing - the BMW Eight Series. We gathered for our 2nd annual WrenchFest of 2015 with 17 cars and a number of eager owners and mechanics ready to unscrew, turn, sweat, bolt, unbolt, move, wrench, sweat, break (yup, it happens), swear, look befuddled and ultimately fix our machines.



A number of us arrived early to help Fab, owner of EF1 Motorsports move vehicles out of the garage. We also setup tables, food, drinks and the all-important coffee mess. Work cannot be done in the morning without a regular supply of java. The attendees feed a "kitty" for \$10 and get a lunch with everything else included. Since it was a warm day we dented the drinks pretty good as the day wore on. The low-cal Krispy Crème doughnuts went rather quickly as they usually do leading all of us to that inevitable lunch time sugar crash. Fortunately, we had loads of pizza (a change from our usual hotdog cart) to recharge for a strong finish to the afternoon.



There were 18 cars at the event and a number of repairs and services were completed. We finished three front end alignments courtesy of Fab, fixed several sunroofs (as always), changed rear end oil on one car, and engine oil on another. I also fixed my broken sun visor and did an in-depth write-up on this repair which I posted in



BimmerForums. I received many accolades (one person) regarding the write-up and I'm certain that a Pulitzer is in the works. While we had 3-4 cars up on lifts at a time, we



had 4-5 people working on them and 12-14 supervising. This is standard practice and ensures that all repairs are properly inspected and certified.



We had two new members come to their first 'Fest – Lenn and Dave. Lenn worked on his sunroof with several supervisors and did well for his first sunroof repair. He has owned an 8 Series in the past...notably the previous owner was Wayne Gretsky. Lenn is an electrical engineer and discoursed on his ability to repair GM's...what? One of our guys can do that??!!?!? We may have to twist his arm or get instruction on this.



Finally, we had a great day as usual. The great thing about SoCalEights are the cars, the best thing is the camaraderie.



Our next Event: The [March Air Force Base Museum](#) trip and lunch at the famous [Mission Inn in Riverside!](#) ROAD TRIP!!



Miscellaneous BMW Musings

by Murray Crow

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In the Fall of 2009, I digressed in a narrative for my local BMW CCA chapter about the influence of Chris Bangle, not only on the styling of BMW's, but how his styling influenced the entire automotive industry. Bangle's BMW styling quickly crossed over into other vehicle makes, in particular, Toyota, (including Lexus), Honda, (including Acura), then eventually many other car manufacturers. As controversial as Chris Bangle was, especially to BMW owners, his influences in the entire industry was profound.

But this is really nothing new, if you really study older generations of BMW's as compared to other manufacturers, you will see that BMW is generally the leader in styling with other manufacturers being followers. The same is true even in the newest generations of BMW models, the i3 and the i8. The i3 and i8 have been on the market long enough for their styling to be seen by a good portion of the general public, many of which more than likely think that these two models are concept vehicles not in production, and are astonished to learn that these are actual production vehicles. Being that these models have been on the drawing board for several years, it also means that pre-production concept vehicles have been circulating around the world at auto shows. The influence of these two models is already starting to surface within other vehicle manufacturers.

In 2009, I mentioned how Acura shamelessly replicated an X6 with the introduction of their ZDX model. The ZDX is no longer in production due to poor sales; need I mention that the X6 is still going strong. This goes to show that brand can carry a model more so than styling.



Acura ZDX



BMW X6

What is the point of the Acura comparisons? Acura has recently revealed the upcoming release of the newly restyled 2nd generation NSX. Not only is the new NSX a hybrid/electric like the i8, there is a more than coincidental styling similarity. Acura states that the NSX is the automotive industry's first supercar with a female design lead. A little bit of Google research reveals that the lead designer for the now defunct

ZDX, (X6 knockoff), is the same person that is the design lead for the NSX. To be honest, I find this fact to be a little shocking, but you know the quote: Imitation is the sincerest form of flattery.



Acura NSX photo credit - carsonweb.com



BMW i8 photo credit - wallpaperseries.com

Don't get me wrong, I'm really not knocking Acura. I previously owned an Acura for over 8 years, and found that it was an extremely well built, problem free, high quality vehicle. It had a 3.2 liter VTEC engine that was as smooth as silk at lower rpm's, but literally screamed at higher rpm's. The car had 204,000 miles on it when I sold it, yet it had never flashed a check engine light, the engine was still leak free with zero oil consumption, and under the right circumstances, I might purchase one again. At one time, Acura had a certain styling individuality that set it apart from other car makes. It doesn't appear that is the case with all of their models. Acura will continue with a grand introduction of the NSX in 2016 and I'm sure that it will set high marks with its performance and build quality. Maybe no one else will really notice the similarities, but BMW owners around the world can smile with pride that the i8 was the style leader that set the stage for the 2nd generation NSX and maybe other supercars of the future.

On the other non-supercar end of the spectrum, BMW introduced the i3. The i3 can be considered a fully electric vehicle geared toward local use due to its limited 80 mile range, (without range extender). It has an advanced carbon

fiber/aluminum structure which sets it apart from most any other vehicle. It also features a utilitarian and somewhat whimsical design that makes it both functional and stylistically unique, for the time being that is. Again, BMW has become a fashion/style leader because the i3 is already being mimicked. Chevrolet is currently displaying their concept vehicle named the "Bolt". Chevrolet recently pre-viewed this vehicle and has stated that they are committed to future production of this vehicle. Like the i3, the Bolt will be a fully electric vehicle. Again, you can say that imitation is flattery. Take a look at these photo comparisons and judge for yourself and remember, the BMW you drive today, whether it's be new or old, was/is a style leader in the automotive community.



BMW i3 - Photo credit – bizbeatblog.dallasnews.com



Chevrolet Bolt - Photo credit – motortrend.com

Happy Motoring.....Murray

Editor's note – the views of the author as expressed in this article are those of the author, are not the official views of BMWCCA E31. This article is written by the author and reprinted with his permission. Murray is a prior E31 owner who just recently sold his 8.

Treasurer's Report

by Jon Nelson
Treasurer, BMWCCA E31



Our 2014 Financial Statement Summary is as follows:

BMW Car Club of America, E31 Chapter 2014 Chapter Financial Statement Summary

Total Assets	\$594.06
Total Liabilities & Equity	\$728.64
Total Income	\$2,993.58
Total Expenses	\$2,463.55
Net Income	\$557.03

Most of our income and expenses for 2014 related to a loan from the BMWCCA to cover legal expenses for the Chapter's organization. This loan was retired in July 2015 and will be so reflected in the 2015 Statement.

Our tax Exempt Status and the IRS.

The National Organization and all Club Chapters are required to be organized under Internal Revenue Code 501(c)(7). Chapters are required to report their business status to both the BMWCCA and the IRS using IRS Form 990 or its variants. Whenever there is gross income unrelated to the tax exempt

purpose of the organization in excess of \$1,000 the amount must be reported and the IRS will show interest. As long as the income is derived from the membership there should be little objection; however, substantial income from other sources, such for advertising or non-members product sales has to be reported and may be taxable. The interest by the IRS has two features, first to convey tax exempt status only where legitimate, and second, to enable organizations to identify activities that generate income for which a tax obligation may exist. The theory is that if we start selling products to the general public (non-members) and compete with traditional businesses, that we will have an unfair financial advantage because of our tax-exempt status.

Similarly, income from sales of products to members is not taxable. However, sales to non-members including advertising, has to be booked separately and reported. Our largest source of income is the membership rebate that we get monthly from the BMWCCA. The Chapter's governing requirements are fairly straightforward and greater detail is contained in the National Organization's Bylaws which are contained on the BMWCCA website. This document contains the requirements for new and continuing Chapters, including Non-geographic Chapters like ours.



TUV BMW E31 Crash Testing (copyright by BMW)

“E31’s at Monterey 2016”

BMW CCA E31 Chapter proudly announces

“E31’s at 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

Mark your calendars NOW, and 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, with assistance from BMW CCA and the organizers for the 2016 Legends of the Autobahn, 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.

Fern Mora, President of SoCalEights, will be the head of this great E31 Chapter event, and will be organizing our “8-Fest at the Legends 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.

Mark your calendars for August 2016, and let’s all make this a national event for all E31s. As further plans are completed, we will let everyone know.



Photographer unknown

MORE SMILES PER HOUR.



**BMW Car Club
of America
E31 Chapter**



**BMW CCA E31 Chapter
P.O. Box 8324
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