

E31news

THE INTERNATIONAL VOICE OF E31'S

BMW Car Club
of America
E31 Chapter



VOL 7 ISSUE 2

Apr – Jun 2020



E31 Chapter BMW Car Club of America

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newsletter@bmwccae31.com

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2020 Upcoming Summer Events

Check group contacts for the latest information

BMWCCA E31 Chapter

bmwccae31.com

SoCalEights

socaleights@gmail.com

BC 8s

hchristoff850@telus.net

BC 8s WrenchFest, July 18

Vancouver, BC (Wuffer Spa and Garage)

hchristoff850@telus.net

BC 8s at 19th German Car Festival, July 19

Waterfront Park, North Vancouver, BC

hchristoff850@telus.net

BMW Club Series 8 France Beer Route Rally, Oct 2–4

Brussels, Belgium

m Laurent@gentlemandrivercenter.be

On the Cover: ALPINA B12 5.7

By Steffen Staiger
President, E31 Chapter



Hello 8ers!

I hope everyone is weathering the current situation the best that they can. The only thing that I have found to keep me from going stir crazy is to take out the 850 and go for a long drive, which I am sure most of you all are doing also. Hopefully this will be over soon and we can actually meet

with other car people and get back to normal (whatever that was).

I want to take a moment to announce that the new President of the E31 Chapter will be Henry Christoff with his better half – Kristi – taking on the role of Chapter Secretary – please welcome them as they assume these positions this summer.

I want to thank everyone for their support of the Chapter and hopefully we may all get together at some point in the near future to enjoy great company and see some exceptional examples of when BMW still made beautiful, timeless driving machines.



E31 The 2020 E31 Photo Contest sponsored by Gault BMW

The E31 Chapter is pleased to announce the 2020 E31 Official Photo contest, sponsored by Gault BMW! Get out those cameras and start clicking away. Here are the rules:

1. The photo contest is open to all E31 Chapter Members. Past 1st, 2nd and 3rd place winners are not eligible.
2. Limit of 5 photographs per member.
3. Photographs must have E31 content – cars, interiors, etc

4. No people in the photographs please. (models, etc. Photographs at public events with spectators in the background are fine)

5. Photographs submitted with the authorization to be utilized by the E31 Chapter as they see fit.

6. Photographs must include the member name, E31 model, and member contact information.

7. Photographs should be the highest resolution possible, and submitted in jpeg/tif or RAW format. Each photograph should be named with the member name and preferably the location. Example: JohnDoe-GoldenGateBridge.jpg

8. Photographs and all information should be submitted to: bmwccae31photocontest@gmail.com

9. **Deadline for submission is Saturday, August 15th, 2020.**

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E31 Member Spotlight – Mart Jamma BMWCCA #54

Input By Mart Jamma

Editor's Note: As we highlight Chapter Members, this month's member spotlight is especially noteworthy. Mart holds the distinction of being our earliest member, and Own's a two digit BMWCCA number!

In New York there was no club, let alone chapter, when I obtained my first BMW. I had a car but no club to belong to. By sheer luck another BMW owner spotted my car at a service station and did a quick U-turn to chat to me. BMWs in those days, even in New York, were very rare. Because of that chance meeting, I joined the BMW Car Club of America which was in Boston. The year was 1969 and I became member number 54.



Why a young man would want a BMW with all the Mustangs, Camaros and GTOs around is a question for the ages. For me personally I loved the handling and having the ability to go around turns fast. I had to convince my father who, thought a 4-cylinder car was much too slow, that this really was the car for me. He was driving a Pontiac Grand Prix with a big V8 and he drove it so hard that he managed to blow up 3 automatic transmissions. It took quite a bit of convincing that a 4-cylinder car could do the job But I did convince him to the point where he also traded in the Pontiac for his first BMW. That car happened to be the first 2800 in the US. Six cylinders, two carbs, automatic and a top speed of 135mph, a lot in those days.

During my lifetime I have been fortunate enough to own many BMWs but it was always a dream to own a

BMW 850 when I first saw one, and I had been looking for an affordable one almost since they first came out. Sadly they were always out of my price range. When they finally became affordable for me a personal tragedy stopped me in my tracks. My wife was diagnosed with ALS and I became her personal caregiver for several years. She did however always encourage me to keep looking and ultimately I found the perfect car, dark green, in South Lake Tahoe which was just a short drive from my home in Reno. I watched it show up on and off on Craig's List for a year but was impotent to follow up.



Several months after my wife passed away I decided to call the number I had held on to on the off chance the car was still available. Miracle of miracles - it was still available! It was owned by a young man who had only put 7000 miles on it in 7 years, primarily because he used the car only as a chick magnet.



Odometer read 107,000 miles and the car had been well taken care of. I had brought a code reader with me and was able to really check out all error codes. Needless to say, I bought it then and there for a great price. On a humorous note, during my inspection I noticed the air bag light was on but the owner had foolishly and purposely tried to cover the light with electrical tape.



While attending the 10th Anniversary West Coast 8-Fest in 2013, I started up an interesting conversation with Tom Carter. He mentioned that he had a 6 speed conversion set up with the transmission, pedals, driveshaft and a 3.15 limited slip differential that he had obtained from Japan, for sale. Driving home I did a lot of thinking and made up my mind to give my beautiful car a sex change. In other words, give it a stick. I called Tom and made a deal, but it took some time for me to be able to drive up to Canada.

That transmission had also taken an interesting trip. - Germany to Japan to Canada then finally Reno in the USA. My indie BMW repair shop did the install as an infill job over the winter. My answer to anyone who asks if it was worth it, the answer is an unequivocal yes. The differential, Wokke chips and Short Shifter also help. That was not my



first experience with a sex change, my father blew up the automatic transmission (do you notice a pattern here?) on his BMW 2800. I bought it off him and had a 4 speed put in so I knew roughly what to expect. Both sex changes were very much worth it to me.

My car is called the Green Goddess and puts a wonderful grin on my face whenever I drive it. It's not the fastest BMW, nor the best handling, or even the most comfortable but for me its the best looking and well deserving of its title.

My 8 is a wonderful long haul cruiser through the mountains, super comfortable on long drives and gets many, many thumbs up from other drivers. It is truly a beautiful goddess.



Most of my cars are older simply because I can't afford the models when new. So I keep an eye open and collect the ones I desire when they become available a few years later. That allows me to enjoy a variety of great BMWs, ones I drive with much joy and they all have their own unique character. They truly are the ultimate driving machines. Below is a list of the BMWs I own and drive now along with other cars I have. Cars, in general, are my hobby and passion. I do some work on them, but mainly drive them.

1986 BMW 635csi 5 speed
1993 BMW 850ci 6 speed
1997 BMZ Z3 2.8, 5 speed
2006 BMW X5 4.4
2007 BMW M5 V10
2004 BMW R1, 150RT
2005 BMW F650GS
And a cousin
1985 MB 500SL Euro



In conclusion I'd like to share one of the most enjoyable things I ever did with my 8. I took a HPDE class at Laguna Seca during the 2016 Oktoberfest in Monterey. It was a real blast and I learned so very much. Because the 8 is a big, heavy car it is slow around sharp bends and tight turns, as you well know. The M3s were buzzing around me in the turns like flies, but the back uphill straight before the corkscrew was where the 12 cylinders left the annoying flies way behind.



When I drive my Green Goddess anywhere she still gives me as much pleasure as that fantastic day on the track did. It is the queen of my fleet.



E31 Why did I buy my 1997 840 Ci

By Gary Knox

When asked that question, my immediate thought was - well, it's a long story. It's long, because it begins over 50 years ago! But, I'll try to make it brief. In the late 1960's, I was a dedicated subscriber to Road and Track magazine, and their authors were raving about the new models from BMW (at a time when most people in the USA thought BMW was a British company). When the new Bavaria hit the showrooms in fall of '71, I decided to replace my '65 Pontiac GTO with one



of these new Bavarian machines. Ended up buying a dealer's demonstrator 1970 2800 sedan. Two

years later, I replaced our second car (Fiat 124 spider) with a 1970 2800CS automatic. By the mid/late 1970's, these cars morphed into a 1978 3.0Si and a 1973 3.0CS. I really loved driving these cars.

By the mid '80's, the rust worm had started to attack both BMW's, and I wanted to experience other German machines. So, for the next 30 years I always had a German car, but primarily Audi, Mercedes, and

Porsche 928's. In the mid-90's, I disclosed to my wife that I had a list of about a dozen cars I'd really like to own/drive for a while before it was too late. She said she supported it, and that "car money could hopefully always be car money". My first foray was a Porsche 928. Over about 15 years we had several of that list, and in 2014, I sold the last Porsche (a 928 GTS owned for 10 years). I then decided the BMW 3.0CS had always been one of my favorite cars and I'd like to return to that for a while. After a bit of searching, I found one that was extensively restored and nicely



upgraded. It soon settled into our garage. Then, joining BMWCCA and reading articles in Roundel reinforced my opinion about BMW designs I liked. Frankly, other than the e9 design, I've only been strongly attracted to the e31, the M1, and the Z8. There were not enough \$\$ in the 'car money' account to consider either of the latter two cars, and since the 3.0 CS was too nice to function as a primary second car, I decided to focus my research the e31 models. I live in a semi-rural area with a lot of twisty/winding roads, so my primary interest was good handling rather than high performance. I concluded the later year V8 engine cars were the best match for my usage.

Thus, the decision made, now came the fun of finding the right car. I investigated quite a few, and finally found one that checked all the boxes. A two owner '97 840Ci located about

100 miles away in northern NJ. The first owner had been president of a corporation in Boston, owned it ten years and drove 29K miles. Second owner likewise owned it 10 years and 29K miles (he had just retired as a Fox Sports executive). The Calypso red exterior was in excellent condition, as was the silver grey leather interior. Always been garaged and well maintained with full records from the 2nd owner. Dollars agreed to - I happily drove this beautiful car into our garage on the penultimate day of 2016. I've used it as the primary 2nd car for 3 1/2 years, and always enjoy the driving experience along with the compliments we frequently receive. I have a hobby garage with a lift, so I also enjoyed learning procedures to maintain and perform occasional repairs on this well-designed car. Most of the driving has been local, but I drove it to 'The Vintage' in Asheville, NC in 2017 (I really enjoyed driving 'the tail of the dragon' from TN into NC). We've also attended 'Southeast Sharkfest' in Spartanburg SC in 2018 and 2019. It was one of three e31's at The Vintage and one of about 15 at each of the SE Sharkfest meets. As always, I enjoyed meeting and talking with the other BMW owners at these meets every bit as much as seeing all the BMW models represented.



Having been an 'automobile enthusiast' for over 70 years, there are a lot of different cars I've been interested in driving. Since there is a lot more sand

in the bottom of my 'hour glass' than in the top, my time to enjoy those experiences may be short! About a year ago, I sold the BMW 3.0 CS on Bring a Trailer (bought by a man in Tokyo). And, I added a 2009 Aston Martin Volante and a 2007 Mini Cooper S to our garage, so now we have too many cars. Three of these cars can be classified as 'GT' cars - the Aston, a MB SL55 AMG, and the 840Ci. I certainly do not need three such cars (rightfully, one might ask whether I really 'need' any of them!). Sadly, now the last chapter in my ownership of this gorgeous 1997 840Ci has become finding a new caretaker.



Update:

The man and wife from whom we bought the car had asked for the right of first refusal if I ever decided to sell it. So – I sent him an email 2 days ago, offering it to him for what was going to be my reserve on Bring a Trailer. They had 2 girls college age when they sold it, so the dollars for education was a higher priority. He seemed very excited about possibly getting the car back (in better condition than when he sold it), and today he said it took him 45 seconds to get the agreement from his wife to buy it back. I'm also happy, as I know how much they both liked the car.

Happy Motoring to all - Gary



E31 SoCalEights Farewell to Ron & Sonja Powell

By Fern Mora



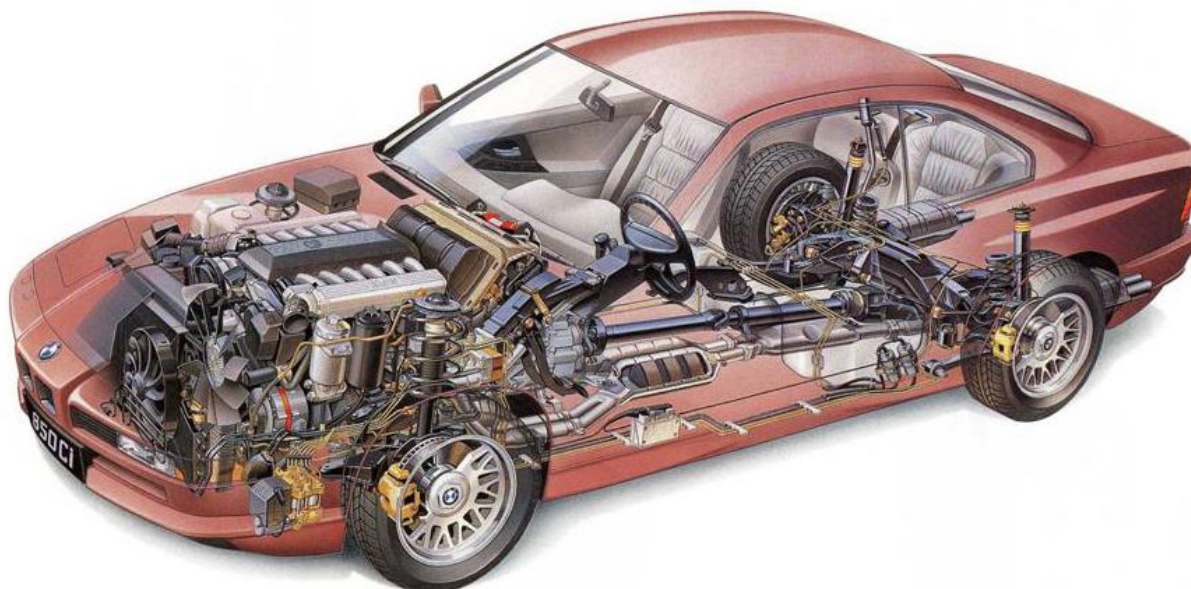
Recently, one of our oldest SoCalEights members (membership wise) left us for the interior of the country. Ron and Sonja Powell have been with SoCalEights since before the beginning. We could say Ron is qualified as more than a founding member given his association with the gang. He's has been our Treasurer for....well he's been the only Treasurer we've had. You all know him, he's the guy who strong armed you for your wallet to sell raffle tickets at our events. Needless to say, he's been a kingpin or lynchpin or something.



Anyway, it was time to say goodbye and during these difficult times, when a gathering is not an option, SoCalEight 8ers organized a drive-by-honk-n-wave-make-noise thing.



SoCalEights rendezvoused a few blocks away at 3:00PM before moving out towards Gary Corcoran's house. After meeting Gary just around the corner, they caravanned honking all the way around the block. There were 9 members that came by to say goodbye and give them our best wishes. Ron was waiting at Gary's house under very false pretenses. He was very surprised to see the parade of eights driving by. Gary had to tell Sonja (Michelle) ahead of time about the surprise ahead of our arrival so she could video the drive-by. Ron and Sonja live in a gated community so we couldn't do it at their home.



By Henry Christoff



Saturday, May 23rd was the first event of the season for BC8s. Starting the day, the weather was overcast with light sprinkles, which by mid morning changed to clouds and sun. Folks dusted off their sunglasses. We had an excellent turn-out of E31's- 15 cars! This event was re-billed as a "Social Distancing"



WrenchFest and attendees kept their distances from each other while catching up on all things E31. A few mechanical issues were addressed on cars. Glen had reinstalled the factory BMW radio into his 840, and used Tom's special penta tool to do the final installation, tightening up those pesky penta fasteners built in to each side of the radio. Glen and Andrew had mentioned to Henry prior to the WrenchFest their cars had sunroof issues. After an initial investigation at the WF by Henry, it appears that the inner sunroof panels



on both cars had been reupholstered in much thicker material than fitted from the factory. This thicker material was causing the sunroofs in both cars to operate erratically. Andrew's would not tilt open and Glen's had trouble tilting and opening/ then closing. At this point, it looks like those expensive sunroof replacement parts will not be needed. Tom (Wuffer) was busy resetting codes on Norm's silver 8 Series.

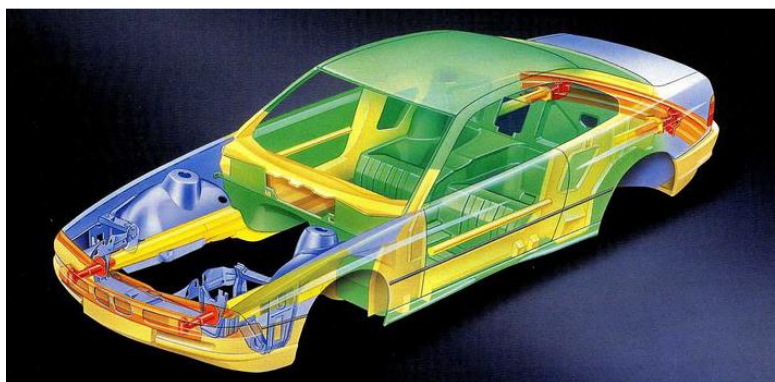


Norm also made some adjustments to his wiper arms to avoid coming into contact with his hood. Dietmar showed off his personally designed, custom made in his shop tool for reaching the clips on the E31 front kidney grills. One of Glen's kidney grills was not firmly snapped into place and Dietmar was able to provide a demonstration of his handy-work. Seconds later, grill now firmly attached!

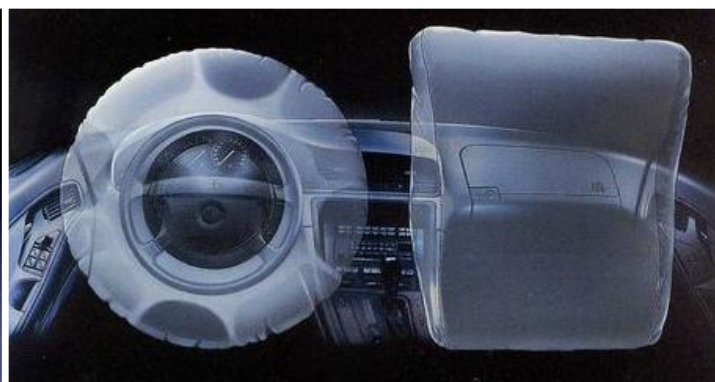


There was discussion amongst Wuffer, Andrew and Henry about creating a BC8s window decal. Andrew, who has a degree in design engineering, volunteered to create some options for review.

It was a fantastic day and great to see everyone again!



High Strength Steel



E31 Design Safety Features

Dual Front Air Bags

E31 BC 8s Spring Outing – with Social Distancing

By Henry Christoff



June 7th was to be the BC8s annual drive from Vancouver to the British Columbia resort town of Harrison Hot Springs – about a 1 hour and 15 minute drive from our usual meet point, Open Road BMW. But because of Covid-19 and the restrictions in place, Harrison Hot Springs has been closed to visitors from outside that community since early March.



An alternative plan was created – E31's local drive with several planned stops for social distancing and taking in both mountain and water views. Meet point – the rear parking lot at Tsawwassen Mills Mall, 11AM. Eight cars plus one BMW motorcycle attended the event. Tim Horton's, ever popular in Canada, was just a short walk away for coffee and breakfast snacks. Everyone brought folding/camp style chairs (I personally call mine 'car show chairs'!) to relax and enjoy E31 camaraderie, using social distancing rules of course.



After 45 minutes at the mall, we packed up and drove the short distance to the general aviation, Boundary Bay Airport, just outside of Vancouver for photo ops and mountain views. Those who have watched the Fifty Shades of Grey film trilogy, would



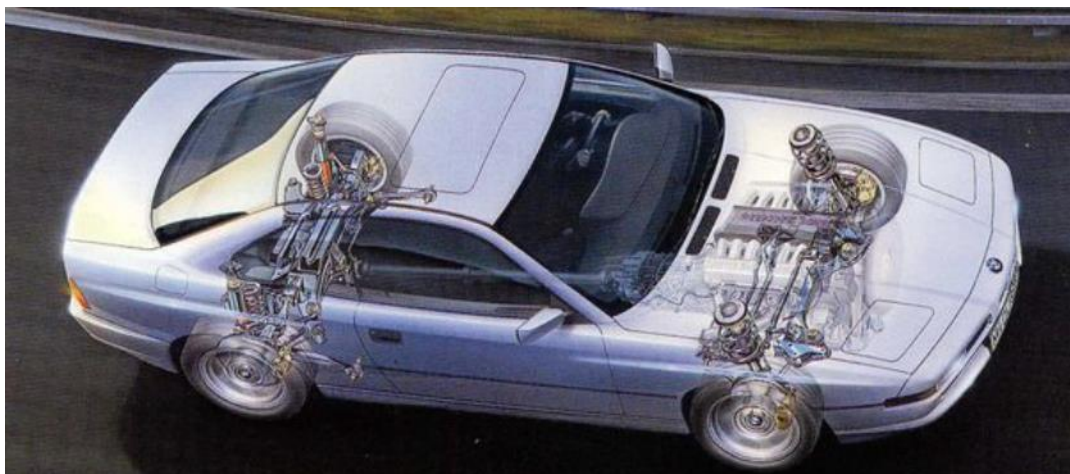
quickly recognize the outside of the main terminal building as the airport used by Christian Grey for his private aircraft. Our next stop was to cruise the beach community of White Rock, near the U.S. and Canadian border. The

speed limit through this area is 30KPH, or just under 20 MPH, which allowed time for ample viewing of the water and people watching. The line of E31's driving the White Rock main drag water front created a lot of double-takes and cell phones snapping photos of our cars. All great fun.



Our last stop was the BC8s usual Cars & Coffee hang-out/parking lot near Wuffer's Garage and Spa. Here our chairs came out again as we were parked with other classic and collector car enthusiasts- and another Tim Horton's as well as an A&W restaurant for draft root beer and hamburgers – take out only!

The day started at 11AM at the mall and ended at 3:30PM- a great way to spend a sunny day, in June, with other E31 8 Series owners!



By Michael Barrett

I've been a BMW enthusiast and owner my entire adult life. My first car was my father's 1969 BMW 2000 sedan, that he gave me when it reached the 100,000-mile mark. With a Chilton's manual in one hand and a set of Craftsman tools in the other, I set out to rebuild the engine and in doing so, learned that BMWs were well engineered cars. Despite my relative lack of knowledge, it was nearly impossible to put it back together wrong. Parts were clearly marked, or only went together one way. I learned that if taking it apart or putting it together was hard, I was doing it wrong. I then drove it for another three years, until a driver came across two lanes and hit me head on. Despite not wearing a seatbelt, I walked away without a scratch, although the car was totaled. That's the day I learned BMWs were also safe cars to drive. I put the insurance proceeds towards the purchase of a brand-new BMW 320i, and never looked back.



Over the years I've owned an assortment of BMWs, but in late 2001 I saw a BMW 850i for sale locally. I drove it and, while I didn't purchase it, I was hooked. I later purchased an Oxford Green 1996 850Ci which I've owned for the past 17 years. I've put a lot of time and money into it, and have it almost exactly as I want it. However,



retirement and some successful investments got me looking for my dream car – a BMW 850CSi. In August of 2018 I found it – a 1994 BMW 850CSi in Hellrot red, with a two-tone silver-gray interior. I purchased it through an on-line auction, flew to Los Angeles with my brother to pick it up, and drove it home to Pennsylvania.



The 850CSi is an M-Car in all but name. Each was essentially hand built, with an S70 engine producing 377hp/402 lb-ft of torque versus the standard M70 engine's 296hp/322 lb-ft. All 850CSi's came standard with a 6-speed manual transmission; suspension tweaks – stiffer shocks, stiffer/lower springs and beefier sway bars; vehicle speed sensitive steering; different front and rear spoilers and side skirts; “///M” embossed on the door sills; “BMW Motorsport” embossed on the door handles; different wood trim in the interior; and staggered 17-inch Style 21 (“Throwing Star”) wheels/tires.

There were no factory options available on US version cars.

Only 1510 850CSi's were produced worldwide. Only 225 were sold in North America, making the 850CSi one of the most exclusive models produced by BMW. Fifty of the Euro version were sent to Alpina and became Alpina B12 5.7

coupes.

Despite finding it online, nearly 3000 miles away, I was actually familiar with this car. It originally belonged to a friend of mine from Maryland, and I had seen it at several local car events. This gave me the confidence to buy it without first seeing in person.

I got up at 3:45 am to catch an early bird flight, and arrived in Los Angeles 12 hours later. After formalizing the transfer, we drove off into the sunset. Before we left LA, we saw a brand-new Aston Martin DB11 on the highway. I slowed down and maneuvered over a couple of lanes to check it out, only to realize that he had slowed down to check us out! After dinner we headed to Flagstaff, Arizona for the night. The trip through the Mojave Desert was HOT. The exterior temperature gauge read 105° at 9:00 pm, and when we touched the window glass, it was actually hot to the touch.



However, the car ran flawlessly, and the A/C kept the inside nice and cold. By the time we stopped, we'd been travelling for about 23 hours.



Forty hours of driving demands some good music, so the next morning, I rose early to swap the stock radio for one that allowed me to stream music and make hands-free phone calls. Then it was off to Oklahoma City. Along the way, we stopped so we could stand on the corner in Winslow, Arizona, where the local chamber of commerce has parked a flatbed Ford, and the gift

shop blasts non-stop Eagles music. We ate dinner in Amarillo, Texas at a restaurant that offers a free 72 oz. steak, provided you eat it in 60 minutes or less. We didn't try, but the regular steaks were excellent, and the atmosphere was tourist kitsch. Animal heads adorned all the walls, the waitstaff were all dressed like cowgirls, and there was an actual shooting gallery inside the restaurant. After dinner, we headed for an overnight stop in Oklahoma City. The next leg to Indianapolis was only exciting for the fact that the windshield wipers died, during a brief but torrential downpour. The problem turned out to be just a blown fuse.

The fourth day saw lighter but constant rain that dogged us through much of Ohio and Pennsylvania. After nearly 2800 miles and four days on the road, we were home. I never pushed it much past 80 mph – well, maybe 100 mph once or twice – for fear of something going wrong far from home, but the car purred along like a kitten.



These cars attract attention and stares, and at one point in Ohio I had a sense that the car next to me was deliberately pacing me. I looked to my left and the driver was holding up a piece of paper on which he had written "CSi – YEAH". I enjoyed the drive so much, my poor brother never even got a chance to drive.

The 850CSi now resides in my garage next to the 850Ci. My BMW mechanic says he really likes it, so I take that as a stamp of approval – not that I need any validation, beyond the ear to ear grin I can't seem to get off my face.



E31 Electronic Dampening Control in Alpina B12 Coupes

By Roger Wray

Electronic Dampening Control, EDC for short, was BMW's early version of electronic shock absorbers. Unknown to many, EDC was actually available on the Alpina B12 Coupes.



The Alpina B12 5.0 was based on the 850i, and EDC was available from BMW as an option. But, many do not know that several of the first B12 5.7 Alpina cars were based not on the 850 CSi, but rather the 850Ci. Because of this, the EDC option was also available on early B12 5.7 cars.

Numbers:

Alpina B12 5.0 Coupes had the EDC option from Alpina. Out of 97 B12 5.0's, 18 had the Electronic Dampening Control option.

Alpina B12 5.7 Coupes (yes, this is a revelation; the EARLY B12 5.7's were

based on M70 850Ci 6speeds instead of the advertised S70 850CSi). Out of 57 B12 5.7 Coupes, 4 had EDC. The majority of B12 5.7's were based on S70 850CSi's, which were not available with EDC.



EDC on an Alpina B12 5.0



Rear EDC, Alpina B12 5.0



E31 International News

The E31 NEWS is glad to announce that it will now be publishing content and announcements from BMW E31 Clubs Worldwide. The BMWCCA E31 Board of Directors approved the move, and it has been approved and endorsed by various International BMW E31 Clubs.

The E31 NEWS is glad to welcome our fellow International E31 Owners!



**BMW 8 Series Club
Club E31 Nederland**



XII CONCENTRACION BMW CLUB SERIE 8 ESPAÑA
MALLORCA 25/26/27 SEPTIEMBRE 2020



**BMW Club
Serie 8 España**



**BMW E31 Club
Italia**



Club E31 Norway



E31 German 8 Owners SONAX Tech Session

By Daniel Wäschle

On Saturday, June 27th, several German 8 owners gathered at the Stammtisch in Schwabenland for a SONAX Tech Session. Organized by Daniel Wäschle and Dieter Leibach, attendees were greeted by the smell of Coffee and hot butter pretzels upon arrival. Originally scheduled to outdoors, the session was moved inside to accommodate the summer German weather and the high possibility of rain.



brought polishing machines and products for use by all 8 owners. Mr. Marx evaluated all the 8s and gave tips for refreshing the cars. Everything from the paint preparation and refurbishment of the leather interior was there.

Engine cleaning was also discussed. After the assessment, all participants could then under the guidance of Mr. Marx deal with his "problem areas" on his 8.



At 9:00 a.m., Mr. Michael Marx of SONAX, gave a presentation and introduced the SONAX company and their products. After the presentation, it was on to the cars. The trainer



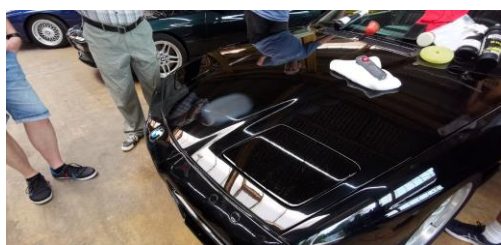


Paint preparation and polishing commenced and participants spent the morning learning techniques with SONAX representatives and products. After a lunch break from 12:00 to 12:30, the tech session continued until 16:00. After the last rag was laid down, participant received a certificate



Afterwards the group drove to the Waldschenke am Stausee and the Café-Baier at the reservoir. Parking spaces had been reserved in advance for the group. The weather cooperated, and we were able to sit outside and enjoy the wonderful view of the lake.

A beautiful day came to an end. We had a lot of fun and brought our 8s up to speed. I am very happy that we have such a great community. Also the end in the Waldschenke was great, and the weather cooperated for the evening. It was great to see and meet new faces – people with whom the heart is ticking in the right spot! Owners present thanked Club member Daniel - for the professional organization and execution throughout the day, and Mr. Marx for the very good advice about SONAX products



Until the next event, Greetings,
Daniel



E31 New Product - Front License Plate Filler

By Lee Fields

Here is the plan for those of you ready to finally see your 8's front end the way it was designed! I have designed and 3-D printed the front License Plate Filler for the E31. This piece is NLA from BMW.



Keep in mind two things:

1. You will also require BMW Fixing Clamps (quantity of 2). Here is a link for them (BMW also still carries them)...https://www.pelicanparts.com/More_Info/51711910956.htm?pn=51-71-1-910-956-BOE

2. Since this comes in 2 pieces, you will need to connect them...suggest a "flexible" connector (like industrial Velcro) before affixing to the car. I connected the 2 halves together by gluing the sticky side of Velcro on the back of the pieces to connect them (not to the car...to each other)...didn't want to glue them together...required a bit of "flex" for a good fit...then snapped them into place.

The cost for the 2 pieces is \$125 plus shipping (on average, runs \$15 for US (except Alaska and Hawaii)). Contact E31 member Lee Fields at leecfields@outlook.com for more information.



E31 Hagerty Vehicle Valuation Report Update 2020 – BMW 850 CSi

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Valuation report for a:
1995 BMW 850CSi
2dr Coupe 12-cyl. 5576cc/372hp FI

Valuation report for a:
1995 BMW 850CSi
2dr Coupe 12-cyl. 5576cc/372hp FI
Date: January 1, 2020

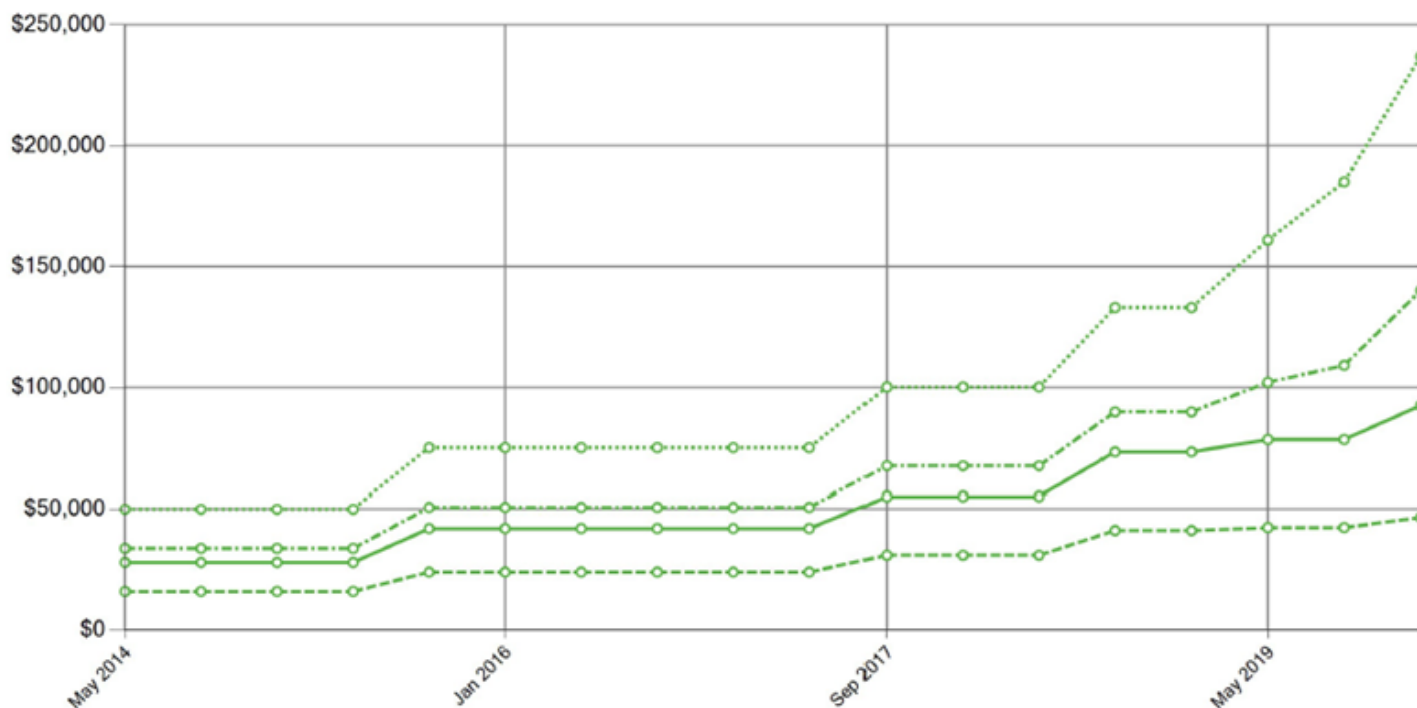
Average Value*: \$92,400

**Please note: All prices shown here are based on various data sources, as detailed in About Our Prices. For all Hagerty Insurance clients: The values shown do not imply coverage in this amount. In the event of a claim, the guaranteed value(s) on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your Hagerty Insurance policy, please call Hagerty Insurance at 877-922-9701.*

MODEL OVERVIEW

BMW launched its q-ship 8-Series coupe in 1990 with the bow of the 850i. Bearing the internal designation of E31, the stylish 2-door coupe initially sported a V-12 engine and was designed as a state-of-the-art luxury grand touring car. Later iterations included the 840Ci (powered by a V-8 engine), the 850Ci, and ultimately the range-topping 850CSi. For a long while the BMW 8-Series suffered from years of deferred maintenance due to high repair expenses, and values languished. Lately, however, the car has become appreciated for its refined driving characteristics, its overbuilt nature, and a resurgence in interest in BMWs from the 1980s and 1990s.

CURRENT & HISTORICAL VALUES



HAGERTY VEHICLE VALUATION REPORT

HAGERTY VALUATION CATEGORIES

Prices assumes that no major modifications to the vehicle are present.

#1 Concours \$237,000

Condition #1 vehicles are the best in the world. The visual image is of the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted. The one word description for #1 vehicles is "concours."

#2 Excellent \$140,000

#2 vehicles could win a local or regional show. They can be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws, but will be able to find some not seen by the general public. The paint, chrome, glass and finishes will all appear as excellent. No excessive smoke will be seen on startup, no unusual noises will emanate from the engine. The vehicle will drive as a new vehicle of its era would. The one word description for #2 vehicles is "excellent."

#3 Good \$92,400

#3 vehicles could possess some, but not all of the issues of a #4 vehicle, but they will be balanced by other factors such as a fresh paint job or a new, correct interior where applicable. #3 vehicles drive and run well, but might have some incorrect parts. These vehicles are not used for daily transportation but are ready for a long tour without excuses, and the casual passerby will not find any visual flaws. "Good" is the one word description of a #3 vehicle.

#4 Fair \$46,600

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting or scratches, the windshield might be chipped. Paintwork is imperfect, and perhaps the body has a minor dent. Split seams or a cracked dash, where applicable, might be present. No major parts are missing, but the wheels could differ from the originals, or other non-stock additions might be present. A #4 vehicle can also be a deteriorated restoration. "Fair" is the one word that describes a #4 vehicle.

CURRENT & HISTORICAL VALUES*

Date	Fair	Good	Excellent	Concours
Jan 2020	\$46,600	\$92,400	\$140,000	\$237,000
Sep 2019	\$42,400	\$78,300	\$109,000	\$185,000
May 2019	\$41,400	\$73,300	\$102,000	\$161,000
Jan 2019	\$41,200	\$73,200	\$89,800	\$133,000
Sep 2018	\$41,200	\$73,200	\$89,800	\$133,000
May 2018	\$31,000	\$55,000	\$67,500	\$100,000
Jan 2018	\$31,000	\$55,000	\$67,500	\$100,000
Sept 2017	\$31,000	\$55,000	\$67,500	\$100,000
May 2017	\$24,000	\$42,000	\$50,700	\$75,000
Jan 2017	\$24,000	\$42,000	\$50,700	\$75,000
Sept 2016	\$24,000	\$42,000	\$50,700	\$75,000
May 2016	\$24,000	\$42,000	\$50,700	\$75,000
Jan 2016	\$24,000	\$42,000	\$50,700	\$75,000
Sept 2015	\$24,000	\$42,000	\$50,700	\$75,000
May 2015	\$16,000	\$28,000	\$33,800	\$50,000
Jan 2015	\$16,000	\$28,000	\$33,800	\$50,000
Sept 2014	\$16,000	\$28,000	\$33,800	\$50,000
May 2014	\$16,000	\$28,000	\$33,800	\$50,000

*Prices assumes that no major modifications to the vehicle are present.

E31 Making Error- Free LED Licence-Plate Lights

By Timm Meeks

www.meeknet.co.uk/e31

A problem that I tried too hard to fix - and then found it was a problem that was already solved a while ago. After making error-free FTP sidelights I decided to use the same trick on the License-Plate illumination. Just like the FTP sidelights, the LKM is very fussy about what bulbs are used. Every 'error-free' LED festoon bulb I have tried are not error-free, and I tried a few. My next plan was to make my own -



and that (eventually) worked with this device: The above is an Ebay 'error-free' LED festoon (which wasn't error-free) with a 56 Ohm 5W resistor inside a ring-heatsink soldered to the end caps. This worked and kept working for a year or so until one of the resistor legs fell off due to metal fatigue. It was a bit fiddly to make, and fiddly to fit back in the enclosure but worked. But, I came across a much easier plan that Mike in CT showed on one of the Forums - and that was to use a cheap an LED festoon soldered to a standard Tungsten festoon - a simple idea but very sensible - so here's how I did it. I bought a bunch of cheap Ebay festoon LED's WITHOUT a heatsink and filed

the end-caps so that they would take solder:



I'm using extended-life 38mm tungsten festoon bulbs - you don't want to be soldering new bulbs in if they keep fizzling out. As with the LED festoon, I filed the end-caps to take solder and then tinned it with multicore solder



And then it is just a case of soldering the pair together:



That's all there is to it - when fitting the pair to the E31 License-Plate enclosures it is much easier to fit the LED festoon to the contacts while holding on to the standard tungsten festoon. I tried a version where I removed the LED end-caps to make the assembly smaller, but the heat from the tungsten festoon cooked the LED's!



And this is what they look like - not bad at all - and unless the Tungsten festoon fails it will stay error-free



All Done! Time for a cup of tea!

E31 The E31 Chapter Apparel Store

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



Be sure to visit our Chapter Apparel Website:

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

<https://bmwccae31.qbstores.com>

E31 2019 Chapter Financial Statement

By Jack Woods
E31 Chapter Treasurer

Balance Sheet

Assets

Cash In Bank Accounts	\$3,763
Inventory	\$0
Equipment	\$0
Accounts Receivable	\$0
Prepaid Expenses/Deposits	\$0
Other Assets	\$0
Total Assets	\$3,763

Liabilities & Equity

Accounts Payable	\$0
Other Liabilities	\$0
Equity/Retained Earnings	\$3,110
Net Income (loss)	\$653
Adjustments to Retained Earnings	\$0
Total Liabilities & Equity	\$3,763

Income Statement

Income

Membership Dues	\$0
Rebates from National	\$1,290
Advertising Revenue	\$0
Merchandise Sales	\$96
Interest	\$0
Driving School Fees	\$0
Autocross Fees	\$0
Other Event Fees	\$0
Misc./Other Income	\$0
Total Income	\$1,386

Expenses

Newsletter Costs	\$0
Postage	\$92
Telephone Expenses	\$0
Insurance	\$0
Driving School Expenses	\$0
Autocross Expenses	\$0
Meeting Expenses	\$0
Other Event Expenses	\$0
Misc./Other Expenses	\$641
Total Expenses	\$733
Net Income (Loss)	\$653

Miscellaneous Income and Expense

Items

legal expense:	\$275
website expense:	\$366
Total:	\$641



Happy Birthday

Tom Carter: Preparing for Road Trip to Cochrane, Alberta (2019 - Langley, BC)

8-Fest Hall of Famer Tom "Wuffer" Carter recently celebrated his birthday. Happy Birthday Wuffer!

*By Roger Wray
Editor, E31 NEWS*



In the previous edition of the E31 NEWS, we spoke of the COVID-19 impact on our ability to get together and enjoy the spring weather and our 8's. Many of you found innovative ways to share your passion, but keep social distancing. "Air Hugs" suddenly became the "in" thing. Instead of "Fist Bumps", we now wave, or give "elbow bumps". But fortunately, this distancing has not diminished our passion for our 8's. As a group, you have adapted in how we do things, see each other, and share our enthusiasm. It was neat to see SoCalEights send off one of their long-time members with a drive-buy good-bye. Sure it would have been easiest just to call, or send an email, but they took the time out of their lives to express their thank you to one of their valued members. That says a lot. BC 8s conducted their annual drive – not to the usual location because it was closed down due to COVID-19 – but to different locations. Again, it would have been easy to just bag it, but it was important to share time with their fellow gearhead E31 Enthusiasts. Others are getting their 8's out of the garage and going for

drives and socializing as much as is permitted and possible. The Virus has thrown a wrench into our daily lives, but we as enthusiasts have determined that we will not just sit by idling our engines. Sharing our passion with others is what many of us enjoy most, and others enjoy that. Several of you have voiced that when you have taken your 8 out, you have received nods of approval, thumbs up, and big smiles from other drivers. The human spirit wants to get out and enjoy life, and if driving our 8's contributes to that enjoyment, then that in itself demonstrates that we will overcome, and enjoy getting together.

This summer will mark the transition of our President and Secretary positions. Thanks to Steffen for carrying the mantle for the past 3 years. He has done so much behind the scene for the chapter that we never see, and has managed the transition within BMWCCA and fought for E31 Enthusiasts in many ways that most will never know. Thanks again Steffen! And we welcome Henry to the chair as our new President this summer. Know that we will be in good hands.

Henry has been our Secretary, and worked tirelessly with BMWCCA on membership and correspondence issues. Also, welcome Kristi as Secretary. Henry won't have far to go to contact the new Secretary – Kristi is his wife!

This edition also marks a transition for the E31 NEWS, as we move to include other international groups. Members of the 8er.org board of directors, along with individual country clubs recently voted to move to utilize the E31 NEWS as the official printed voice for information and events. As more events are scheduled, watch for information and articles with international input!

And please remember, as always it is the cars that bring us together, but it's the people that make us who we are. Please continue to be safe!

MORE SMILES PER HOUR.



**BMW Car Club
of America
E31 Chapter**



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