



E31 Chapter **BMW Car Club of America**

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Upcoming Events

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

E31 at Monterey 2016, August 19 – 28, 2016
www.celebratebmw.com

On the Cover

On the cover is a beautiful line-up of E31s taken at the 25th Anniversary of the E31 in Munich, Germany.



BMW Factory in Spangsdorf, South Carolina as seen through the Headlight Opening of an E31 at EuroFest

*by Roger Wray
President, BMWCCAE31*



Happy Fall fellow 8ers! As the weather starts to cool down, I hope everyone is having fun out on the roads and enjoying that beautiful scenery. There is not a better way to enjoy it than in an 8 with all the windows down, the sunroof open, and enjoying that beautiful Bavarian symphony under the hood.

This edition of the E31 NEWS has somewhat of an international flair in addition to North American Content. Terje Nordhaus, from Norway, and Sveinbjörn Hrafnsson, from Iceland, have contributed articles for this Edition of the E31 NEWS.

Not too long ago I had a discussion with one of the local E31 groups about how difficult it has been putting together a new organization – and in our case – a non-geographic chapter for the E31 within BMW Car Clubs of America. They said that local members have asked, "What do I get out of joining the BMW CCA E31 Chapter?" And, this is a legitimate question. There is much work behind the scenes in having a non-geographic chapter, but at the same time, there are benefits which many may not notice. We are registered now as a 501 (c) (7) non-profit organization, as well as a legal corporation. As a chapter, we are legally allowed to use the BMW Roundel Logo for sanctioned events and sanctioned publications. We have the legal backing of BMW CCA for organized events and conducting drives during such events as long as they are not timed racing events. We also have legal coverage and insurance in the case that there is an unfortunate occurrence at any officially sponsored E31 Chapter event. This covers the chapter, officers, local organizations, and all concerned in the case of a lawsuit. Unfortunately, in society today, we must all think of such things. We also have the endorsement of BMW CCA for events, such as the upcoming events in Monterey in 2016.

The E31 Chapter has to depend local groups and organizations to host local/regional events and get-togethers. In the larger picture, the E31 Chapter has the advantage that it can represent chapter members, not only in local areas, but North America wide, for such things as discussions with BMW USA, BMW NA and BMW AG in encouraging production of limited or NLA parts, sponsorship through BMW CCA for events, event insurance, and trying to host national chapter events as we can. It has not been, nor will be the design of the chapter to tell local groups how to conduct their business. The only thing is that if local groups wish to have events sponsored by the chapter, than there are guideline which must be followed which we, as a chapter must

follow, as these guidelines are imposed on us by BMW CCA.

The bottom line is that I do not feel that any of us wants have the perception by owners that organizations are competing within the E31 owners group. The BMW CCA E31 Chapter is here to support local groups and organizations so they may put on the best events possible.

On another subject, I recently was asked by another member if there was any progress on NLA parts. Just last week I participated in a 4 hour teleconference board meeting with fellow e31 clubs from BMW 8er Clubs International worldwide. One of our heavily discussed topics was NLA parts, or parts which were in short supply. This is an area of concern for E31 clubs everywhere, and one which we are collectively contacting BMW AG and the International Council on. Please rest assured that we are working on this on several fronts, and as information comes available, I will make sure to pass it on to the Chapter. Our E31s are not getting any younger, but hopefully BMW will continue to support them with parts and repairs.

Also, please see the information on what we hope to be a great E31 Event in 2016: *E31 Monterey 2016*. This will occur in association with BMW Car Clubs of America events at the Legends of the Autobahn, Monterey Historic Races, and Oktoberfest. They have agreed to set aside specific prominent coral space for us as a chapter at both the Legends of the Autobahn and the Historic Races. In 2014, many of us gathered together for the 10th Anniversary 8-Fest event and had a wonderful time. Let's all plan on attending and making this an even bigger E31 Event. Mark your calendars now and plan on attending. SoCalEights has graciously volunteered to host and coordinate the activities, as the event will be in Southern California. Plans are underway to coordinate hotel rooms and drive schedules. More announcements will be forthcoming, so stay tuned!

For those of you who put your Eights up for the winter, get them out and enjoy some spirited driving in the wonderful fall weather. If you attend an event, send us a write-up and pictures. Always remember...it is the 8's that bring us together, but it is the people that make us who we are!

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

Story and Photographs by George Whiteley

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BMW THE FEATURED MARQUE AT THE 2015 EURO AUTO FESTIVAL

The 2015 Euro Auto Festival is now history. The Preserve at Verdae golf course at the Embassy Suites Greenville Golf Resort & Conference Center has returned to its intended purpose, and all of the 455 registered cars on the show field have made it back to their respective cozy garages. Euro Auto Festival celebrated its 20th anniversary with a new location after a long run on the lawn in front of the Zentrum at the BMW factory in Greer, South Carolina. This year's event met with rave reviews from all who attended. Being a long time BMW owner, I was unsure about the move away from the hallowed ground at BMW Manufacturing. The new location, immediately adjacent to the Embassy Suites Hotel in Greenville--our host hotel--proved to be more than adequate. It was a well-organized weekend with only minor hiccups at a brand new location. The the army of volunteers and Show Chairman, George Melanis, in particular deserve huge pats on their backs for all their hard work in a job well done.



As cars filtered in for the weekend's Festival, on Friday, there was a spirited upcountry drive near Greenville through hills ablaze with fall color with a lunch stop at a local winery. Afterwards everyone gathered at the hospitality suite at the hotel and awaited the official kickoff--a reception graciously provided by BMW, held that evening outside on the hotel patio and pavilion. A feast of German fare was the cuisine du jour with appropriate libations while a slide show of BMW racing through the years played on two screens for the benefit of the attendees. It was great food with a twist—literally—as an attractive female performance artist in a trapeze contorted above the crowd and was only too happy to pour a special adult beverage in your glass all while remaining upside down.



Saturday dawned cold, but bright as all the cars queued up for their positions on the golf course. Rare and beautiful cars of all kinds were present on the show field during an absolutely gorgeous fall day. The show was larger than in the past at the BMW Zentrum location as The Preserve at Verdæ golf course has much more space as well as room for future expansion—something the BMW location does not have. Euro Auto Festival is not a formal concours as the cars are judged only by their owner peers and by the public at large, and not by professional judges. The cars are arranged by classes within their respective marques and ballots distributed to the registered owners for voting within their car's classes along with an overall "Crowd Pleaser" award for their



respective marque. The public is allowed to vote for their single favorite car in the show for another special Michelin People's Choice Award. The golf course setting this year gave the event much more of a formal concours feel and many of the cars present were truly concours worthy. Euro Auto Festival selects a different car marque every year and BMW was the feature for 2015. Competition was stiff amongst the rows of immaculate Bimmers on the field. Loyal BMW owners came from all over the country to proudly represent Bavaria's Finest for their special showing, and the fairway was packed with more BMWs than any other single marque. The e31, eight series cars made a respectable showing with half a dozen present. Amongst their ranks were a pair of manual gearbox 850's—one, a super-charged '91 850i "hot rod" along with a '94 850CSi, VIN number CD0001 owned by Dr. Randy Muecke of Atlanta; a beautiful black 840 owned by Julie and Jay Seitz of Alpharetta, GA; and a rare Glacier blue-colored 850i owned by Bruce and Jeanne Brutschky of Columbia, SC.

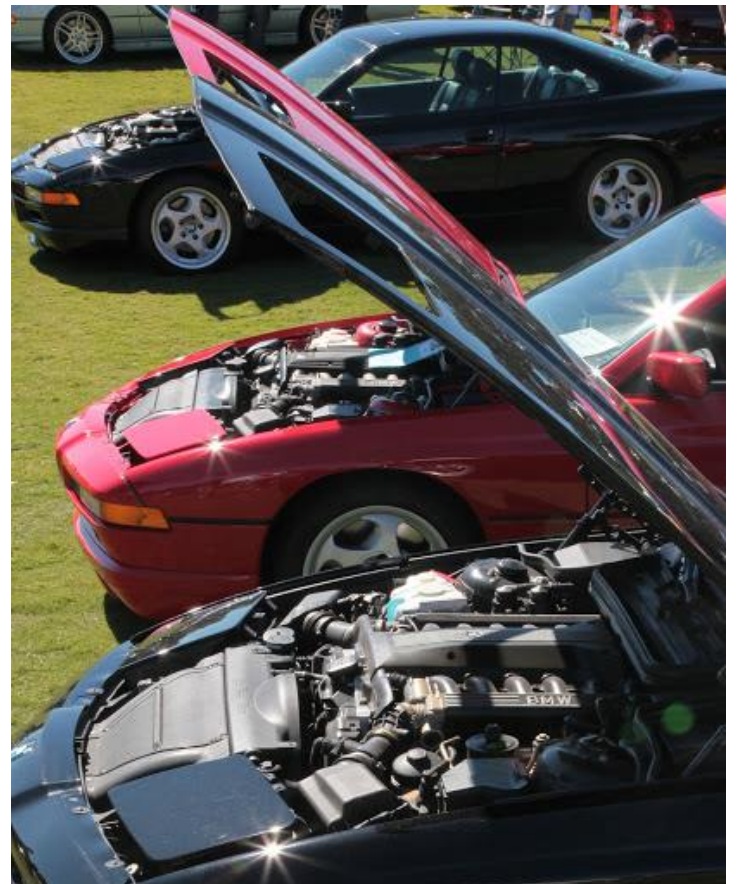


This year, for some reason the E31's were grouped with the E24 six series cars unlike previously when the E31's enjoyed their own class. I have participated at Euro in the past with my '94 850CSi, but decided to register my '71 2800CS this time.

When the ballots were all tabulated, I was totally shocked to have won the Crowd Pleaser award for BMW. Regrettably none of the eight series cars won an award this year being upstaged by the more senior six series big coupes. Other notable BMWs present included a pair of M1s; Scott Hughes' CSL race car; a vintage 328 racer; Alpinas and M cars of all models; numerous 2002s including a tii Touring; along with a couple of diminutive Isettas; a fine showing of nine beautiful



CS coupes; and a special display of Z Roadsters and Coupes celebrating the 20th anniversary of their birth at the South Carolina BMW plant.





Peugeot rounding out the immense field. The weather was absolutely perfect and the cars shined in all their glory in the brilliant sunshine. There was a sizeable admiring crowd of spectators who obviously enjoyed touring the hills of the golf course taking in a multitude of rare, exotic, antique, and extremely clean everyday-driver European cars. Around noon above the show field, a classic biplane did some aerobatics with smoke trails amazing the crowd below. It was a pleasure



taking pictures to record the event and was a memorable day spent with unending car talk amongst new and old friends in the sunshine.

There were quite a few exceptional Italian cars present in the show along with the BMWs, which included a Lamborghini Miura and Diablo; a pair of DeTomaso Pantera's; a Ferrari GTO; F-40; Testa Rosa; and Dino's; along with a one-off Bizzarrini. There were several rows each of immaculate Porsches of all ages and model numbers; Audis; Mercedes Benz; Austin Healeys; Triumphs; MGs; Jaguars; Aston Martins; Morgans; Alfa Romeos; and a large, special feature showing of French cars with everything from Panhard to





Saturday evening after the show was the Euro Auto Festival, Michelin Awards and 20th Celebration Gala which was held under the stars on the patio of the Clemson University International Center for Automotive Research, conveniently located nearby the host hotel. The selection of food was excellent which was served at numerous stations inside the Center. Outside it was cool, but with a lot of atmosphere with a nostalgic selection of classic BMWs parked around the periphery. A band played jazz while the same performance artist from the previous night did her artistic contorting and pouring of drinks all while aloft. The weekend was a winner all around. You'll have to make it next year!



For more information, please see:
<http://www.euroautofestival.com/>.



SoCalEights March Air Museum and Mission Inn Trip

by Tom Jacobsmeyer

On a (very) warm sunny Saturday October morning, 11 SoCalEights' members with their Eights and seven significant others gathered together at the March Air Museum in Riverside, CA. This trip was a bit different than our usual events. We didn't caravan due to the distance of the trip and that many of our group would be coming from different directions... so we just met up at the venue. As it was, everyone showed up on time in spite of traveling 60 miles or more through LA County into Riverside County. Pretty good effort from the group!



We started our tour inside where our guide gave us an orientation to the museum and the grounds outside. The



Gathering for the Tour

museum has more than 70 aircraft on display and many more under restoration. Outside, we got up close and personal with some of the more famous aircraft from both war and peace time service. The collection is not just American aircraft but includes MiG's and Japanese WWII aircraft as well. Some of the more famous aircraft such as the B-17, SR-71 and B-52 were all on hand and available to up close examination. The amazing SR-71, in its own main floor display, was equipped with sophisticated cameras and sensors and could map 100,000 square miles per hour while using its speed and altitude capabilities to stay safely beyond reach of anti-aircraft missiles. It is the most successful strategic reconnaissance aircraft in history and gathered information for the United States throughout the Cold War, Vietnam, and until its retirement from active service in 1998. Thirty-two SR-71s and her variants were produced; none was ever lost to hostile action. With a top speed of 2200 mph (word

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is it was actually faster than that!), it was a remarkable airplane.



SR 71 Blackbird

One of the really neat parts of the museum was the flight simulator room where there were simulator setups to fly any number of different aircraft. From propeller driven WWI era planes to high speed jets, it was a great experience to try (not so successfully) and fly some of these aircraft.

The most interesting part of the tour was the ability to get right up to these aircraft and examine them as well as seeing how large (or small) the aircraft are in real life. The B-17 was considered large in WWII but compared to a B-52 it looks almost like a fighter plane.



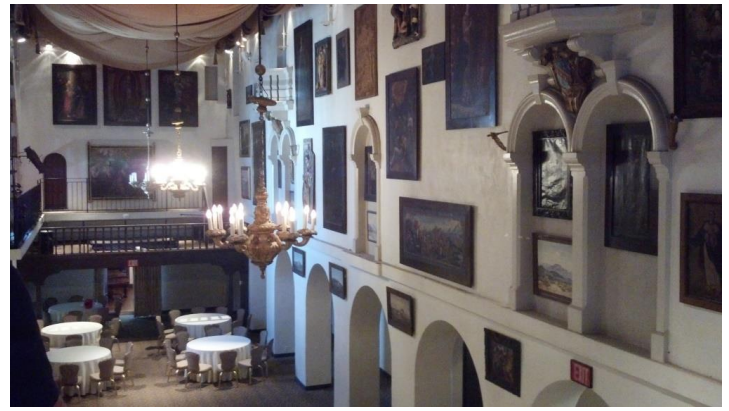
B17 Flying Fortress

The whole museum is also a great place for children as they have kid specific education rooms that cater to a more basic interest level. As an air museum, the entire facility is truly outstanding. (This is a partial list of aircraft on display: A-7D Corsair, AH-1F Cobra, Bell B-17G Flying Fortress, Boeing B-25J Mitchell, North American B-29A Superfortress, Boeing B-47E Stratojet, Boeing B-52D Stratofortress, Boeing EB-57B Canberra, Martin F-100C Super Sabre, North American F-101B Voodoo, McDonnell-Douglas F-102A Delta Dagger,

Convair F-105B Thunderchief, Republic F-15 Eagle, McDonnell-Douglas F-4E Phantom II, McDonnell-Douglas F-84F Thunderstreak, Republic F-86L Sabre, North American FB-111A Aardvark, Mikoyan-Gureich MiG 21F-13 Fishbed C, Mikoyan-Gurevich MiG 23BN Flogger, SR-71A Blackbird, Lockheed UH-1B Iroquois, Bell (Huey), YF-14A Tomcat



After a morning in the museum, we caravanned to the Mission Inn in Riverside, CA. The Mission Inn Hotel & Spa is a historic landmark hotel in downtown Riverside, California. Although a composite of many architectural styles, it is generally considered the largest Mission Revival Style building in the United States. For 125 years the Mission Inn has been the center of Riverside, host to a number of seasonal and holiday functions, as well as occasional political functions and other major social gatherings. Pat and Richard Nixon were married in what is now the Presidential Lounge (although it wasn't a bar at the time). Nancy and Ronald Reagan honeymooned there, and eight other US Presidents



have visited the Inn: Benjamin Harrison, William McKinley, Theodore Roosevelt, William Howard Taft, Herbert Hoover, John Fitzgerald Kennedy, Gerald Ford, and George W. Bush. Social leaders who have stopped at the Mission Inn include Susan B. Anthony, Henry Ford, Andrew Carnegie, John D. Rockefeller, Henry Huntington, Albert



Grace cutting her cake

Einstein, Joseph Pulitzer, William Randolph Hearst, Hubert H. Bancroft, Harry Chandler, Booker T. Washington, Helen Keller and John Muir.

While SoCalEights is not so famous, we did have a great lunch in the outside patio. Even though the temperature was on the pretty warm side, the patio was very comfortable. Lunch was a fantastic buffet and a number of SoCalEights were seen making several round trips to the buffet. It was Grace's birthday and a cake appeared from nowhere to help celebrate the day.

After the lunch we waited for our tour to start at 2:30PM. We walked all around and through the Mission Inn getting into some "off limits" areas to see some truly outstanding architecture. This hotel is a bit like staying in a museum itself as the entire Inn is truly striking in its visual presentation. None of the 238 rooms are alike and some parts of the Inn reminded us of the Winchester House where stairways lead to nowhere mysteriously ending in a wall. The real reason for this is that some parts of the Inn have been modified to improve flow and access to the upper levels of the Inn.

Several of us stayed overnight, making late use of the restaurant bar and then took off in the morning in different directions. This was a really fun trip and it seemed like we were on the move the entire day. It was nice to get home after the long day, but we have some great tales to tell of airplanes and historic Inns. Another fantastic SoCalEights' weekend!



SoCalEights



Northern California Get Together 2015

Article by Dan Bridges
Photographs by Lou Reguero

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Early in October, Drew aka "DBWang" posted on Bimmerforums, if anyone was interested in a casual meeting somewhere in northern California. As the responses came in it appeared there was enough interest amongst the 8er's, so plans and meeting locations were tossed around.



It was decided a central location for all would be beautiful Sausalito, CA at the harbor. Saturday Oct 24th was the day and the weather couldn't have been better! So between 8:30 & 9:00am the cars started to roll in for a total of 9 cars. We made introductions, got coffee next door and did the typical walk around of everyone's car. It was a good mix of 840's & 850's. Of the nine cars, I only knew one other person so it



Once we got to Stinson Beach, we parked at the local beach access parking lot and were early enough to get all the cars in a row for some photo ops. Once done with that we walked over to the Parkside Café and sat in the outdoor dining area and enjoyed a beautiful morning and fabulous breakfast with lots of conversation and laughs. Once again we discussed our next stop and it was decided we'd continue up the coast to Point Reyes Station.



was great to meet a lot of new faces. We discussed possible routes for the day and settled on a game plan. After about an hour, Jon aka "Fursideup" herded all the cars together and led us out through the gorgeous California coast for Stinson Beach. One of the cars had a prior engagement so he opted out for the drive and we ended up with 8 cars going north. I encourage anyone who is in the area to take that route! What a drive and what scenery!





and drove down the main street past the farmers market, heads were turning at the sight of 8 eights in a caravan! Several thumbs up were shown our way. We lucked out when we got to the studio as my brother in law was actually out back tending to his organic vegetable garden. He took a break and led us on a tour of their studio, "Blue Slide Art and Tile". They are a small boutique manufacturing studio and everything is 100% handmade right there.

Finally around 2:00pm the impromptu tour was over and we decided it was time to part ways. We said our goodbyes and agreed that it had been a great day and we'd definitely do it again.

On the drive home, I thought about the 12 years I've been associated with the 8 series community and the dozens of events I've helped plan and have attended. This spur of the moment play it by ear gathering was a winner! It was great to meet new friends and make new connections. Thanks again to Drew for kicking it off and getting us all together.

It is a coincidence that my sister and her family live and work in Point Reyes, so we took a shot and headed up there to try and stop in and see their tile studio. As we entered the town



Norwegian E31 West Coast Tour 2015

by Terje Nordhus

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While planning this tour we had these goals: See the west coast of Norway, fjords and mountains, visit some of the old historical hotels, bring together good friends, the 8 series itself, good food, socializing and having a good time together.

Also having a main purpose, being not to get from A to B as fast as possible but using most of the day on the road as that is a good part of the total experience where we stop and checked out what's interesting on the way.

First part was to determine the route and hotels to get a general idea of the planing, then following up with Hotels and blocking enough rooms for a group of 20 -25 cars maximum. When all this was set then the prospect was released and invitations sent out, as this was a relatively expensive tour, being a week long, we did not know how it would be welcomed. But we quickly became 20 cars and 36 persons from Switzerland, Germany, Nederland, Sweden, Denmark and Norway.



Start point was Stavanger Monday morning at 07.00 where we would met several of the participants coming on the Ferry from Denmark, then driving to Voss and Fleishers Hotel, one of the Norwegian Historical Hotels.

Second day we would drive to Balestrand and its beautiful hotel Kviknes, also part of the Norwegian Historical Hotels and a very nice building with a lot of artwork and old furniture inside.

The third day on to the famous Geirangerfjord at Union Hotel before driving Trollstigen and the Atlantic road ending up at Haaholmen. Ragnar Thorseth, the "modern Viking" has built up a spectacular Classic hotel using the old fisherman buildings that where there. Here we would stay for two days so that we could go fishing in a copy of a Vikingship.

The route became about 1000km drive with small winding roads up and down hills seeing mountains, fjords, Glaciers and the Atlantic sea.

Day one:

Meeting the "European's" at the ferry starting the tour to Voss and Fleisher's Hotel.



First line up as we are waiting to get onboard the first ferry, still missing a few car but will meet up all at Fleischer's Hotel and there we will be 16 x 8er 2 x Aston Martin (I know but they are 8er owners and have the precious cars home saving them) and two coming in their other BMW's as their 8er for various reasons could not come.

On the way we stopped at Laatefoss and also crossed the Hardanger Bridge with a suspension of 1310meters





We ending up at Voss after 9 hours on the road, lining up in front of the Hotel.

Here we finally were 20 cars for a short while before one of the Astons had to be shipped home to Switzerland for repair. Historical Fleisher's Hotel is located in Voss and was built in Swiss style. Today's building dates from 1889 and is owned and run by the Fleisher's family who started back in 1864 with a hotel business.

The hotel also has a Ghost called Magdalena, she was the ground hostess and regularly visits and watches over the guests, especially room 407 is known to have her visiting despite she being dead for almost 100 years.

Day two:

After a good breakfast we started at 10:00 a.m. heading for Stalheimskleiva. It is one of the steepest roads in Northern Europe, built during 1842-1846.



The road has 13 hairpin bends and has a nice view to two Waterfalls at 146 meters.

Next on the route was Flaam and the famous railway up to the mountain. Flaamsbana is a spectacular train journey that offers a panoramic view of some of the wildest and most magnificent nature in the Norwegian fjord landscape.



Flaamsbana is one of the steepest trainlines in the world on normal tracks, where almost 80% of the journey has a gradient of 5.5%. The train takes you from the ocean level at Sognefjord in Flaam, to the mountain top at Myrdal mountain station on Hardangervidda, 863 meters over the ocean.

National Geographic Traveler Magazine has named the Flaam Railway as one of the top 10 train journeys in Europe, and Lonely Planet named it the best train journey in the world in 2014.



We then drove over the mountain, "Vikafjellet", before arriving at Balestrand and Kviknes Hotel.

The Kvikne family has been hosts here since 1877. The hotel was built in the "Swiss" style and the hotel is graced with an extensive collection of artworks and antiques, which gives it its special style.





In Balestrand, beautifully located beside the Sognefjord, lies Kviknes Hotel.

Day three:

Day three started early as well, no time to sleep through the morning here, new kilometers waiting for the 8ers to enjoy. Today there was several fjords on the route, Glacier museum and passing a glacier as well as several viewpoints before coming to Hotel Union in Geirangerfjord.



Erik and his new friend at the Glacier museum

Dalsnibba offers a very good view from 1500 meters and is therefore a very popular tourist destination. Dalsnibba is often covered by snow even in the summer. It was completed in



1939 and built just for tourists and the viewpoint where the hotels had their own cars bringing them up, several of these cars are now in the basement of Hotel Union. On the way down to Geiranger, we also stopped at Flydalsjuvet, where you can go out and view the Fjord and 200meter of free fall under yourself. As this is easy accessible only 50 meters from the road, it would suit any 8er driver.



Hotel Union has their own car collection, so what better place to spend the night. These cars were used to take tourists up to Dalsnibba from the ships visiting and going all the way up 1500m several times a day.

Day four:

Heading for the sea and the Atlantic road. We had many experiences on the road. One of these experiences was Trollstigen. The drive along Trollstigen is undoubtedly more dramatic than most people are used to, but what is special about driving in Norway is that in fact people live just about everywhere. Even on the narrowest mountain ledge or small crag there will be a house. We are bound to the landscape and the natural surroundings through settlements that have offered us a livelihood throughout history.

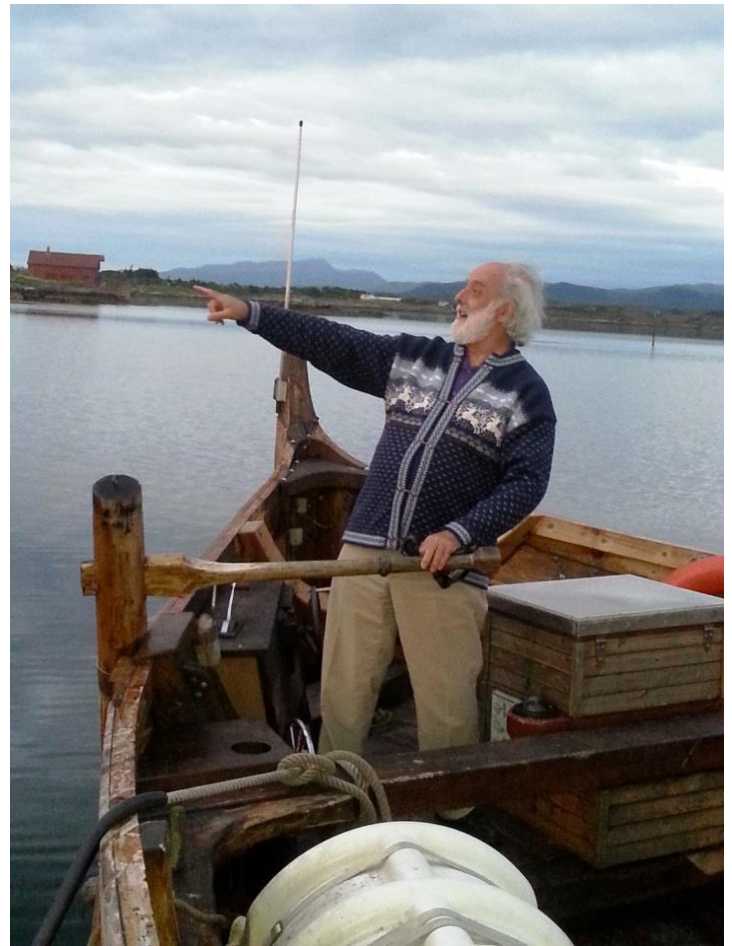
For several centuries the road was an important transport artery between Valldal and Åndalsnes. It was first a path and then a bridleway until construction of the Trollstigvegen road started in 1916. Parts of the original pack horse track are still visible and passable on foot.



Finally we arrived at Haaholmen after driving the Atlantic road.



We were picked up by a modern Vikingship to get to Haaholmen, and here we have Armin steering the Vikingship while pretending to discover America again. Guess you all know that America was discovered by Vikings in year 1000 by Leif Erikson meaning 500 years before Christopher Columbus.



Here we stayed for two days while spending some time fishing in a copy of an authentic Vikingship, socializing and enjoying good food and drinks. They also showed us a movie about two of the Viking ships, Saga Siglar and Oseberg. These are true copies of the old Viking ship.



A little bit of wrenching was also necessary as two of the cars during the tour decided that running on 11 Cylinders was sufficient enough.

In this case a spark plug decided to die, while earlier we had an ignition wire failure on another car but no problem as several of us had brought used spareparts we had just in case. The 8ers made it back home in one piece still working fine running on all 12.



Afterword:

While driving up these roads in convoy with other 8ers I fully understood what the 8er does best, running in a herd, bringing people together, and having a good time. I don't think BMW would have expected that to happen as the 8series usually was a alone creature rarely seen and they still are, but now if seen they are outnumbering the others. And what a sight it is having only 8ers driving in a long line on these beautiful roads and for sure we got attention wherever we came.

*- by Terje Nordhus
Club E31 Norway*



A Beautiful lineup of E31 8 Series in Norway

Stalking the Great White Six Speed Shark

Photography and Text by Rob Siegel

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We interrupt this series of articles on sorting out Old Blue for some late-breaking news. I just looked at an 850i 6-speed, and made either the best or the worst automotive decision in my life. I'm still processing the events, and still haven't decided which it is.



For 30 years, I've written column after column detailing the blow-by-blow of how I've scored cars. I describe finding a car, seeing it in flesh and metal, calibrating the offer, and making it mine. Sometimes, as was the case with the Euro '79 635CSi, this is a months-long process, but usually it's fairly quick. Neither of the last two conquests (the tiis) were immediate—they both involved making offers and waiting a few days for things to resolve—but in nearly all matters, I am decisive. I decide what I want, calculate what something is worth to me, add in the fudge factor because it's never worth losing a car you want over the last five hundred bucks, and make it happen. Or if it doesn't happen, that's okay too, because the offer had the possibility of loss factored into it. One doesn't ratchet up to twelve cars and stay on good terms with one's wife and bank account by doing this recklessly. Despite my whack job online Hack Mechanic persona, I'm actually a very careful and deliberate guy. Today, I describe blowing it. And it's a biggie. Huge. We're talking leviathan proportions.

Here's the backdrop. With gas heading south of two bucks a gallon, there are two rational courses to take. One is to lease an electric vehicle, since, with cheap gas, they're not selling well so right now the leases are relatively inexpensive. The other, of course, is to indulge your tire-squealing fantasies and get the V12 guzzler you've always wanted. So, for a while, I had an eye out for a cheap E38 7 Series.

But there's another utterly frivolous dynamic at work here. I sometimes think of my cars in sets of threes. I have the '72tii, '72 Bavaria, and '73 3.0CSi, which I refer to as "the Nixon-era triplets." During the past two months, I happened into a '73

and a '74 tii, thus, along with the '72 tii, forming the tii triplets. Wouldn't it be cool, I thought, to augment the E9 3.0CSi and the E24 '79 Euro 635CSi coupes with an E31 8 Series coupe to create the coupe triplets? (Utterly frivolous, but cool.) So, as those who follow me on Facebook know, in my incessant pounding of the interwebs, one of my searches has been for an inexpensive 850i.

Now, 8 Series cars have a mixed reputation. When they succeeded the E24, many enthusiasts were aghast at the 8 Series car's weight and complexity. "Boulevard cruiser," Roundel's Bob Roemer famously said under his breath in print, "like the 928." (Roemer's pan of the car had the unintended consequence of reinforcing Roundel's reputation as being a truly independent publication, not BMW's lapdog.) In addition, the car's supposedly cutting-edge styling, with its pointy nose and hide-away headlights, unfortunately looked quite similar to the then-current generation of the Toyota Supra, substantially undercutting its intended looks-like-nothing-else-on-the-road exclusivity.

But, with time and distance, the E31 actually looks pretty damned sharp, and I mean that literally. Modern BMWs have grown large, heavy, and bulbous, and all sport a fairly big nose and those awful fat kidneys. The E31 is more wedge-shaped, with a pointed nose. Its narrow kidneys (shared by only a handful of BMWs such as the M1 and Z1) look subtle and svelte. No one thinks twice about its 4100 lb curb weight anymore. No one but me remembers the Supra doppelganger issue. And, like the E9, the E31 is a true coupe. Bereft of a B-pillar, when you roll down the front and rear windows, it's completely open.

Opinion is divided on the economics of owning an E31. At the time, the press harped about the car's complexity, including the proliferation of computers and electric motors. Now, I'd wager that your basic suckling Toyota Celica is a more electrically complex car. The E31 8 Series and the E32 7 Series shared the new 12 cylinder M70 motor. The engine itself is reported to be quite reliable, but because it was basically designed as two M20 engines forced into a V, it has two of everything—two ECUs, two throttle bodies, two air flow meters, two fuel pumps, etc—and if something isn't right, it'll throw the car into limp-home mode where it runs off half the cylinders. In addition to electrical complexity, the car was mechanically complex, with stability control and a multilink rear end. Some folks who own them tell me that, by a country mile, they're the most expensive BMW to keep running, much less keep well-sorted, but others tell me it's not that bad if you hack and scrounge.

A nationwide Craigslist search unearths any number of \$4000 850is. But I wanted what any sane motorhead would want—not a slushbox-shifted coupe, but a unicorn, one of the 847 6-



speed 850is that were imported to the good old U S of A. These feature the Getrag G560 transmission, which apparently is the only manual transmission that mates to the 12 cylinder M70 block. As with any car, it is possible to buy an automatic and convert it, but the G560 was used only in the E31, making finding a used box a rare event. My friend Brooklyn Taylor, who owns an 850i 6-speed, says that one strategy is to find a G560 transmission, then go look for a cheap 850i automatic. And, regarding using the cheaper, more plentiful G420 6-speed from an E39, it has a different bolt pattern, though my friend Paul Muskopf is making an adapter plate. When 6-speed 850is show up for sale, they tend to be well cared-for enthusiast cars with higher asking prices.

As much as the conventional wisdom favors spending more money for a well-tended car, I tend to fish at the muddy end of the pond, and favor low-priced compromised cars that can teach me lessons in humility and give me things to write about between wrenching sessions where I second-guess my judgment and hurl tools across the garage.

(Beyond mere 850i 6-speeds, there is the uber unicorn: the M-prepared 850CSi, basically an M8 without the badge. Only 225 of these were imported, and their value has appreciated substantially. The chances of finding one in Hack-buyable condition are essentially nonexistent.)

So, you can imagine how my interest was piqued when, the day after I got home from vacation, I read the following ad:

"BMW 850i V12 6-speed for sale. I've owned the car for about 16 years. It has 150k on her. It needs exhaust work. This summer I took it out of storage and it developed an erratic idle when in neutral. Drives fine. Bavarian in Winchester believes it's a combination of changing manifold gaskets, exhaust leak and/or O2 sensor. Needs shocks, driver's side door only opens from inside. Eye turner but you need to put some money into her to be perfect. I'm selling for \$5,000 or best offer."

Like many ads on Craigslist, the pictures were poor, but from what I could see, it showed a nice-looking car. It was even white, so in addition to it being a unicorn, every white whale and great white shark joke was totally in play.

I smiled at the mashup of "eye turner" and texted the seller immediately. He replied that he'd already taken a deposit on the car, but intimated that the sale was unlikely to come to fruition. "I'll be out of town 'till Tuesday," he said. "Call me then."

After the weekend, I made contact and had a nice chat over the phone with the seller (Gaston). The buyer, it turned out, had given him a deposit, then left the country for a month. Gaston, understandably, wasn't thrilled with this lack of resolution, so he never cashed the deposit check.

Gaston expounded on the description in the ad. I learned that the car didn't just "need shocks." One of the front struts, he explained, was sticking up through its upper mount, was actually hitting the underside of the hood when the car was driven over anything except glass-smooth pavement, and was in danger of denting the hood if the car hit a bump. Therefore, while the car could be driven, it couldn't be driven far. Secondly, the exhaust was pretty loud. The strut and the exhaust together made it so that the car could not be driven far. "I have guys from NY asking if they can buy it and drive it home," he said, "and I'm telling them no." Third, he said that the car burned oil, about a quart every month or two, and that oil smoke was visible at startup but went away once the car was warmed up. The oil burning gave me pause, but this was the first 850i 6-speed I'd found that was both cheap and close enough to go look at.

Gaston and I hit it off pretty quickly since we were both two old-school word-is-my-bond car guys. I greatly appreciated how straightforward he was being, so I asked the question that has consistently produced amazing results for me: "What do you need to get for it?" Note that this is a different question from "what's the least you would take for it?" The latter is a rude, ham-fisted amateurish attempt to bargain someone down before you've even seen a car. The former, on the other hand, is a respectful inquiry, and it's astonishing what people will sometimes say in response. However, the way I work, if someone names a reasonable number in response to this question, I will usually take that as their best number, and won't try and negotiate them down further, unless, when I see the car, there's really good cause to do so.

"Well," Gaston said, "the offer I accepted was \$3700. I wasn't happy about it, but it seemed the right thing to do. But then the guy went away for a month. So, if someone puts four grand in my hand, it'd buy the car."

Four grand. Damn.

I sent the ad and the offer price to Brooklyn. He immediately responded "Buy it, Rob. The 6-speed transmission alone is worth every penny of that price." I fake-protested ("I can't... twelve cars... yadda yadda"), and his response floored me: "Name the V12 6-speed manual coupes on the planet. 850i, 850CSi, Ferrari something, Lamborghini something, Aston Martin Vanquish. That's pretty much the entire list. \$100,000 running V12 manual unicorn that you will pick up for \$4000. These won't be around a decade from now. Buy the damned car, sir! A friend of mine is currently beating himself up because even beater E28 M5s are starting to demand high money. I'm not saying you MUST buy this (actually, that is

EXACTLY what I have been saying), but you MUST go lay eyes on it! (I've got to calm down. I shouldn't have had coffee today.)”

Okay then. I made an appointment to see the running, driving \$4000 850i 6 speed. Wouldn't you?

The next day, I took the cash out of the bank. You know, just in case.

While I waited to see the car, I asked Brooklyn what would be a showstopper. “At that price,” he said, “the only deal breaker for me would be if the gearbox was crunching in any gear.”

I did some reading on the oscillating idle. E31 forums agreed with the seller that it was likely the intake manifold gaskets. There are apparently four gaskets, not difficult to change, a little pricey at \$140 each, but some kluges with silicone are reported to be effective. The fact that I have a smoke machine added to my sense of security. If there was an intake leak, I had the means to simply find it and fix it.

Two nights later, I went up to Woburn MA after work to see the car. Sundown comes early this time of year, so there was little choice but to look at the car by flashlight. White isn't one of my favorite colors, but the car appeared whole, intact, and free of dents and obvious rust, save one spot at the top of the windshield, large enough to be of some concern but not a showstopper. The car sat on 17" E39 Style 32 Alpina-esque finned wheels, finished in gunmetal gray. Not my first choice, but at least they weren't black. Or chrome. Hey, we all embody strong opinions.

I walked around the car twice, taking it all in. Nothing seemed hideously customized. It wasn't like going to buy my Z3 M Coupe where I almost literally trembled with lust, but I was intrigued.



Gaston pointed out a barely visible dimple on the rear right corner of the hood where the strut had hit it from underneath. We opened up the hood, and I saw that the top of the right strut was clearly protruding too far out of its rubber mount, but it didn't look like failed strut mounts I'd seen in other cars where the bearing had clearly broken away from the rubber. It seemed likely that the electronic dampers had been replaced by conventional strut cartridges. Maybe the mount had broken and the cartridges were the wrong part.

The under-hood of any car is an emotional litmus test. An eat-off-it-clean engine gives one a big warm and fuzzy of the car's condition, whereas dirt, oil, leaves, and acorns indicate neglect. The engine compartment of a car with an M70 motor is especially visually striking, with the car's twin intake manifolds looking like a rib cage obscuring a beating heart. If the engine compartment is clean, one imagines a heathy heart. If it's a mess, one imagines the engine having spent years eating eating burgers and fries and being six weeks away from an emergency room visit. This one looked... pretty good.

I wasn't frightened off yet, and may have even felt slightly compelled.

“Can I drive it?” I asked.

“I'll have to jump it,” he said. “The car has two batteries. I just replaced one of them, but the other one is still dead.” (E31s have a reputation for eating batteries, especially if they're not driven regularly.) He maneuvered another car into position, and after a few attempts fiddling with the jumper cables to get a good bite, the V12 turned over and roared to life.

And I mean roared. I was warned that the car needed exhaust work, but this thing was loud. Like my neighbors would call the cops loud. Like if I were one of his neighbors and he did this every night for a week, EVEN I might call the cops loud. He revved it repeatedly to keep it from stalling while it warmed up. And, with all that revving... smoke. A fair amount of it. Beneath and behind the car. With the noise and the smoke, I felt like I was in a Mad Max movie. (“In a world where gas is two bucks a gallon, one man... considers doing something really stupid.”)

I walked behind the car, and immediately saw that the right muffler was spewing most of the oil smoke, but the left one was breathing relatively clean. So, apparently one head on the V12 was worse than the other. I filed that one away for further consideration.

I zipped on my Tyvek suit and poked around under car to locate the source of the exhaust leak. With the noise and the smoke, it wasn't difficult to find. It appeared to be coming from some sort of Y-pipe on the right side of the car.

As the car warmed up, it settled into the rhythmically oscillating idle that Gaston had mentioned in the ad. I doffed the Tyveks and climbed inside (challenging, due to the door latch issue mentioned in the ad). The interior didn't bowl me over in the way that an early 70s BMW does, but it was clean and complete. Sport seats in E31s are rare as hen's teeth, and this didn't have them, but it did have gray leather “lumbar seats,” something my bad back might appreciate. I saw that the car no longer had the stock stereo in the console, instead showing a Denon CD player that stuck out a bit too far. Gaston rolled his eyes. “A decision I regret,” he said. This kicked off a good conversation about the sinful things I'd done to 2002s in the name of stereo.

But there was a problem. Gaston is a tall man, probably 6'5". I'm a little guy, 5'8" in shoes, probably less as I approach my dotage, so obviously I needed to move the seat up. The problem was, I couldn't. Or rather, the motor tried but couldn't.

I don't know if the motor was bad or if the tracks or the gears were just crudded up (Gaston offered that he was the only one who drove it, and probably hadn't moved the seat in 16 years), but the seat wasn't going anywhere. I had to slouch way down in the seat to reach the pedals, which made it so that my head barely came up above the steering wheel.

So, did I drive it? Yes. Sort of. What was it like? It was harrowing. I was slouched so low I could barely see. And Gaston was correct that anything other than smooth pavement produced an alarming banging from the right front. So, instead of the image that I had of getting this baby up on the highway, trying it on for size, standing on it, and rowing it through all six gears, the combination of the seat being way too far back, the possibility of stalling it and stranding us, the incredibly loud exhaust, and the broken strut mount conspired so that all I could do was gingerly take four right hand turns around the block while trying not to crash it or dent its hood. Did it munch in any gear? Who knows? After what passed for a test drive, I looked at the car a bit more. The trunk had some wires hanging. Gaston explained that the car once had a power amp connected to the Denon, but it had been removed. Not a big deal to me, but filed away for consideration.

I explained to Gaston that, despite his honesty, the car was rougher than I expected, and despite the four grand in my pocket, "how could this not be worth four grand" had transmogrified into "I need to think about it." It was Thursday evening. Gaston said he had people lined up to see the car on Saturday, including one guy coming up from NY. So I had a day to make a decision. Since we were both "our word is our bond" guys, he said "just call me and tell me that you want it, and it's yours for four grand," but if that was my decision, I'd need to tell him so by Friday evening so he could cancel the Saturday appointments. Any delay past that likely meant losing the car.

I left, thanking him for showing it to me, but needing to think about it very carefully. The car had appeal, but, already owning twelve cars, I was already way beyond my limit in terms of money, space, and emotional bandwidth. Buying any 13th was insane, much less a V12 with a reputation as a money pit. It certainly struck me that this number 13 could be very, very unlucky.

When I got home, I wrote down the pros and cons so I could look them in the face.

Pros:

- V12 6-speed
- "Coupe triplets"
- Bragging rights for buying one for four grand

Cons:

- Real constraints of money, space, and time
- Opportunity costs
- Risk of it being a money pit
- Oil burning
- Strut
- Exhaust
- Rough idle
- The rest of the little stuff

Well, when you put it like that... obviously the cons swamped the pros. Was there even anything to think about here?

The oil burning was certainly a concern. I called Paul Muskopf (a pro) and spoke with him at some length. From the description, Paul thought it likely the right head needed valve seals, and offered that this was likely doable with the head in the car by using an overhead valve spring compressor and compressed air blown into the cylinder to keep the valve from falling in. I'd heard about this technique but had never done it. On the whole, Paul said that nothing I told him made him think "run." Surprisingly, I began edging toward buying the car.

I also sent Brooklyn a description of the condition of the car. To my surprise, he said "actually, I was going to suggest that you walk away.... I don't think this car, as you describe it, is worth \$4000. I'm also thinking of the pain it might cost being your 13th car, versus if it was your third or fourth car." Nice that my buds have my back.



Somewhere in here, Maire Anne weighed in. My wonderful wife is both amazingly accommodating of my automotive excesses and an incredible voice of reason. She is never judgmental and asks excellent questions. As I say, I get away with this madness not only because she is wonderful but because I am very deliberative and don't risk the nest egg. "This would be for resale, right?" she asked. "You'd buy it to fix it and flip it?"

I had to stop and think about that one.

"Well," I began, and started to stammer something stupid about "coupe triplets" and bragging rights when I realized that I didn't know the answer to her question. It's all well and fine for me to buy interesting needy cars and write about getting myself into BMW-related trouble, but there are limits. I bought the Bavaria and kept it. I bought the Euro 635CSi and kept it. I bought the '87 325is, kept it, and haven't even started to deal with it yet. I bought the '74 tii (Otto) and kept it. I bought Old Blue and am thinking about keeping it. I still have the 3.0CSi and the Z3 M Coupe, though I barely drive them. I've already blown through every stop sign and am likely to run into some giant unseen wall.

And, just like that, things came into focus. I could buy the car, but I couldn't exceed the limits. I didn't need to make money, but I couldn't lose money. So I had to estimate what it would cost to make the car drivable, and understand what it was worth for resale.

As I often do, I looked at completed eBay listings (what cars actually sold for, not what people asked for them). I found a non-running 850i 6-speed that sold for \$5100, so four grand for a running one was a fair price. But the value of needy or high-mileage cars, even 6-speeds, was pretty severely capped. At the upper end, I found a beautiful enthusiast-owned black-on-black car with over 200,000 miles that reportedly needed nothing yet sold for just \$10,500. A third car with reportedly minor issues went for \$8500. A fourth with more major flaws sold for about \$6500.

It was at this point that I thought again about the car having the wrong stereo and wires hanging in the trunk. With complex cars like this, people want to see everything working. If there's an aura surrounding the car that it might have "electrical problems," that's a big whack on the value.

So, if I fixed only the strut, the exhaust, the idle, and the seat, but didn't address the oil burning or button up the stereo, it would be unrealistic to think that the car would bring more than \$6500. So if I paid four grand, I had perhaps \$2500 of value to play with. Not much, considering the car's needs.

The front strut, though the biggest thing preventing the car from being drivable, didn't strike me as scary. Bilsteins for the E31 are about \$250 per side, maybe another hundred for the upper mounts. That was an acceptable worst case.

But the exhaust posed a much bigger risk than I expected. Exhausts in and of themselves aren't a big deal, repair-wise, but man, they can get pricey if there's no aftermarket alternative. I looked on RealOEM at the car's exhaust configuration, and the "Y-pipe" where I thought I was seeing the hole was in fact the right hand catalytic converter. List price: \$2317. And there are two cats. And three mufflers and four headpipes. The total list price on these nine major exhaust components: \$7613.

Now, you'd never pay that, at least I wouldn't. If you actually had the car, what you'd do is first fix the front strut to make it drivable, then take the car to a custom exhaust shop and ask them if the hole in the cat pipe could be welded up or a section of pipe spliced in. But if it couldn't, you'd need to replace the cat. I found that the discounted list price of an OEM remanufactured cat was about \$1300. And there was an aftermarket cat advertised for about \$450, though whether it was actually in stock anywhere was unclear. But the way that exhaust work goes, new pieces sometimes don't seal against old pieces. You'd need to be prepared to go all the way down the rabbit hole. So the cost of fixing the exhaust was not known, and that meant big risk.

When I started piling the other cons on top of the exhaust issue, I achieved clarity. The odds of making the car roadworthy for a cost representing its market value were less than 50%. That was the answer. Coupled with the fact that I

didn't really lust for the car anyway... no. Just walk away, Renee. Nothing here to see.

In the morning, I sent a long and thoughtful message to Gaston outlining everything above. He should sell the car to someone else. I hoped the guy from NY gave him his five grand asking price. Nice meeting you. The rational decision was made. Not fun, but necessary. And correct. A classic triumph of Rob Siegel's left brain which has served him so well to these many years.

And that was that.

Until Maire Anne and I were out to dinner with an old friend. My mind began to wander. The beer began feeding my right brain. Somewhere between the 2nd and 3rd beer, I had an epiphany.

I'm an idiot.

It was like that scene in Notting Hill where Hugh Grant realizes that, in rationalizing not dating Julia Roberts, he has made an utterly boneheaded decision.

I thought a) Yes, I do want this car; b) It could be a "starter" 850i 6-speed for me, and if I like it, I could sell it and look for a nicer one in a color combination (like silver with a black interior) that was more to my liking, and c) despite my "don't try to bargain someone down after asking them what they need to get for it" dictum, I'd wound up with my last several cars by offering what I would pay and letting the chips fall. In other words, if I learned that else grabbed this car for \$3500, I'd be pissed.



At 10:50pm on Friday night, I sent Gaston the following text: "Many bad decisions are made after 10:30 at night and three beers, and this is probably one of them. I haven't put the money in the bank, and it seems to be speaking to me. It is saying 'offer \$3500 of me to Gaston, and keep \$500 of me in reserve for the exhaust.' Who am I to second-guess my money? This is probably too little too late; you probably have the guy from NY all set to come up in the morning. And that's all fine, and probably for the best. But apparently I couldn't

rest without making this offer. Oh, and the money wanted to send you a selfie. The money can be pretty weird. I appear to be the only one around here with any sense of self control.” I attached a photo of \$3500 in Benjamins spread out on the bed.

Interestingly, I texted, not called. On the one hand, I didn’t want to disturb him at nearly 11pm, but on the other, perhaps my left brain was pulling me back from reversing course and going all in.

In the morning, Gaston texted me back, saying that, regarding my keeping five hundred bucks in abeyance for exhaust work, “you know you would need more than five bennies to get this girl right.”

But five minutes later, a picture of the car arrived on my phone with a message that said “She made me send this selfie.” I nearly spit coffee out my nose. Clearly, both Gaston and the car wanted to play. This was encouraging.

I made one more try. “My money seems to be offering to part with a little more of itself. Would you consider splitting the difference at \$3750 and ending all of our agonies—yours, mine, the money’s, and the car’s)?”

Gaston responded “Yes I would. I have two showings today as well.”

I thought, holy hell, I just bought the car for \$3750. Booya! Bragging rights!! I just need to call him and do the “my words is my bond” thing. (I also thought, of course—having previously accepted \$3700, he accepted \$3750. I should’ve thought of that sooner.)

But when we talked on the phone, I learned that I had misunderstood. What Gaston meant was that if neither of the showings produced a buyer at his asking price of \$5000, then yes, he would sell me the car for \$3750.

All I could do was wait. I felt like the baseball team waiting to find out if another team won or lost to see if they made it into

the playoffs on the wildcard spot. A few hours later, Gaston texted me that the NY guy bought the car. I did the old “if it falls through” thing, but it didn’t; on Sunday, he texted me a pic of the 850i loaded on a trailer.

Finally, it was done.

Now, part of me wants to quote Linda Ronstadt and say “I think it’s going to hurt me for a long, long time,” but that’s a bit hyperbolic.

My mother, easily the wisest person I know, coined the phrase “the good regret.” That’s when you see something like a sweater or a painting in some little shop in a town that you pass through, don’t buy it, and regret it. In these web-enabled days, this is an anachronism, as it’s pretty easy to reach back to a vendor and buy something and get it mailed, but the phrase always stuck with me. You don’t have the item, but you have the regret. It is a thing. It becomes part of your experience. Maybe you learn from it. But even if you don’t, the regret itself becomes a cherished bittersweet memory, all the more valuable because the consequence is so small. It’s not like regretting you didn’t tell someone you loved them before they died or anything.

The point is that some things are better as regrets. The Great White Six Speed Shark is probably one of them. Even the story is better with the ending of me losing it. It allows the reader to commiserate (“Yes, I, too, was an idiot, and let [insert valuable car here] slip through my fingers”) instead of reading about me snatching up yet another bargain. I can present myself sympathetically as a flawed but rational individual, albeit with a brain hemisphere disorder, my left and right halves bickering like the angel and devil on Tom Hulce’s shoulder in *Animal House*. I thought it through, did the right thing, then caved in a moment of weakness and changed my mind, but didn’t really change my mind because if I had, I would’ve called Gaston Friday night instead of texting him.

See, I had this thing totally under control the whole time.

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Rob’s book *Memoirs of a Hack Mechanic* is available through Bentley Publishers, Amazon, and Bavarian Autosport—or you can get a personally inscribed copy through Rob’s website: www.robsiegel.com

ALPINA 50th Year Anniversary

By Steinborn Hrafnsson

...

My wife and I had the opportunity to take part in the ALPINA 50 Year Anniversary on 26-28 of June, 2015.

We left Iceland on June 10th, and drove 700km from Reykjavik to Seyðisfjörður to the ferry. From Seyðisfjörður, we departed on a 3 days and 3 night ferry over the Atlantic, via Farao Island to Denmark. The trip from Hirthals, Denmark via Nürburgring to Landsberg am Lech, Germany, was 1500+ km, where all the members of the German ALPINA community would meet together.

We were the first to arrive at the hotel on June 27th. Later that day more and more cars arrived. Friday, June 28th, was the day all members were to arrive, so around 80 ALPINA cars arrived and 135 guests. I can tell you that to be a part of such community that concentrate in one automotive religion was amazing!

Friday evening was the Alpinageinschaft welcome buffet and the main official meeting. Presentations and remarks were given by the ALPINA CEO and various board members. They discussed the previous year for ALPINA and plans for 2016.

Saturday was the Concours D' ALPINA. A four-man judging committee would pick out the winning cars. During the day there was the ALPINA factory tour and the official party in the evening.



This B12 5.7 coupe (#019) FERRARI YELLOW is the only B12 coupe in that color, and the First ALPINA car ever in that color. Only 2 ALPINA cars have been delivered in FE 102. The car is totally GORGEOUS in person. The owner is Fernando Wettlauffer. This car is my Favorite ALPINA car of them all, and this is the main reason I bought mine, because it was FE 102.



B7s coupe and a B10 3.5 ,, notice that the E24 is a facelift car,, the owner of the B10 3.5 is a friend of mine from Norway Øistein Samuelsen,, Øistein is also the owner of B10 BT #003 the red one in front of the Concorde ,, the official ALPINA photo of B10 BiTurbo, in my opinion the most famous ALPINA car EVER.



Here is a B7 coupe ,, prefacelift,, you can see the difference on the rear bumper



B12 E32



B7s E28. Rainer Witt is the owner, and is the biggest ALPINA collector and owns 33 cars. He owns 11 number #001 cars, which is really impressive



E9 CSL



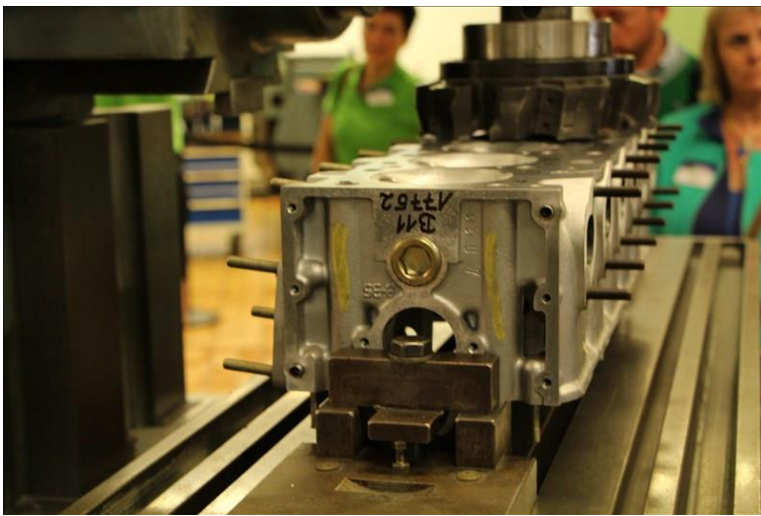
B7 E12

This car was from Switzerland, and is as a new car. In my opinion, it was one of the greatest and most stunning ALPINA cars of the meeting.



My personal input - twin yellows. I have been waiting for this moment since I bought my car in 2007. For me these 2 are one of the greatest ALPINA cars ever made. The B10 BiTurbo will always be the number 1 for me. In my opinion, it was the car that really made ALPINA famous worldwide.

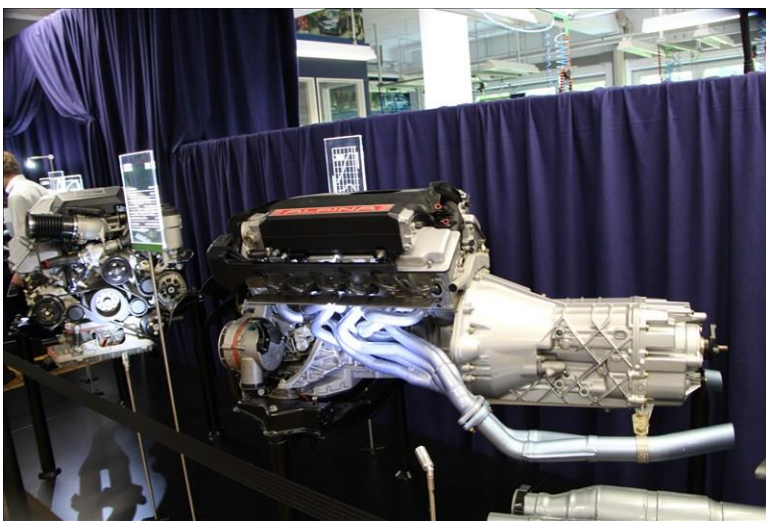
The next day it was onto the BUCHLOE HQ with all 80+ cars from Landsberg am Lech to Buchloe, only 15 km drive and first it was the ALPINA Factory tour, then the CONCOURS D'ALPINA and then the party.



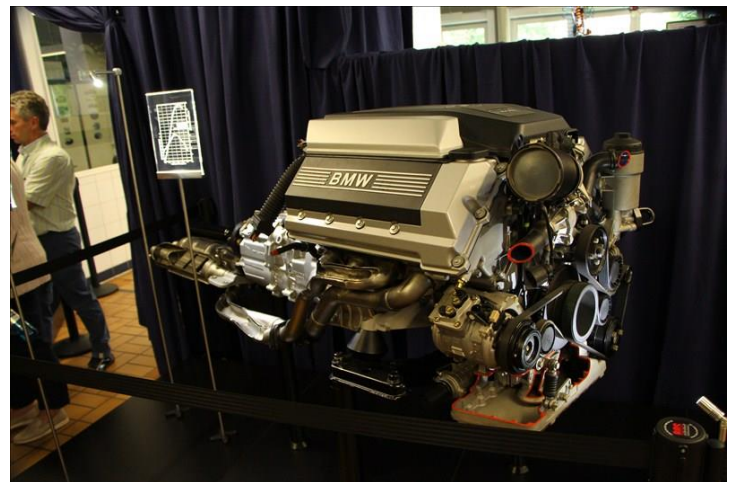
I guess many will recognize this cylinder head!



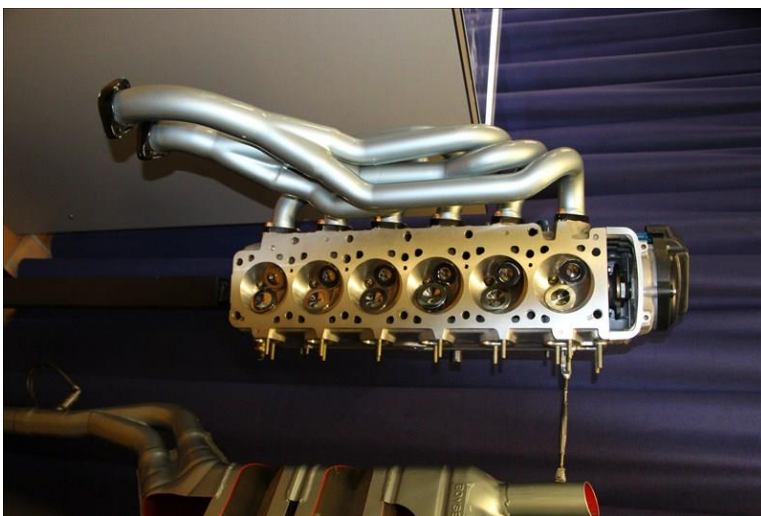
A blend of Petrol and Diesel piston. Can you really see the difference?



S70B57, including headers + Getrag 560



This is a master M60 B46. BMW got this engine from ALPINA and used it in 4.6 X5



Familiar???



Here we see these famous, VERY rarely seen, M60 oil sump parts that ALPINA made, or was made for them to use in the B8 swap. BMW told Burkard that it was not possible to put the V8 into an E36, and laughed at him and said, you can try if you want.

He responded by making the FIRST V8 BMW 3 series ever produced. I think the B8 is really the most technical innovation breakthrough car that ALPINA ever made, with so many special parts. It was the second car that was based with an engine that was not offered as OEM - the first was the E21 B6 2.8 (inline 6 M30) but the E36 V8 is totally different in my opinion. These cars are still today blinding fast and capable up to 180 mph.



New gen direct injection petrol BITURBO



Z8 ALPINA

Here we have the most expensive ALPINA car to date, the Z8, which started at 400.000€. Only 555 were made. I think everyone agrees that the price is mind blowing, and totally no reason for this price tag. If the car was rare, then ok, but 555 made!

After the factory tour it was time for the highlight of the day, the Concours D'ALPINA.

Almost all of the ALPINA cars had arrived by that time. 150-200 cars drove in and around Buchloe. It was not just the Alpinagemeinschaft members that was at Buchloe that day, but many other ALPINA owners participated.



E9 ALPINA CSL, so cool



Twins!

This was the best group drive I have ever participated in. It was AMAZING to see all these cars together, "the best drive EVER! Anna Maria and I noticed a huge attention from the locals to our car. Maybe it was the color, or the numberplate, but we had to slow down so often to let people take photos. Vanity, yes I know, and I didn't mind at all!





It is well known in the German Racing world that ALPINA is the first European company to start with REAL catering, as Burkard is known for his ambition, style, taste, and love for food and wine. Back in the days after a race, he invited all the German BMW, PORSCHE, OPEL, etc to ALPINA for a catered 5 star menu and it was a huge success. He was the chef, and I think we can say that this is what is the philosophy of ALPINA cars:

Burkard Bovensiepen is a wine collector/seller with attitude for great and fast cars, or a carmaker/producer with taste for great wine!

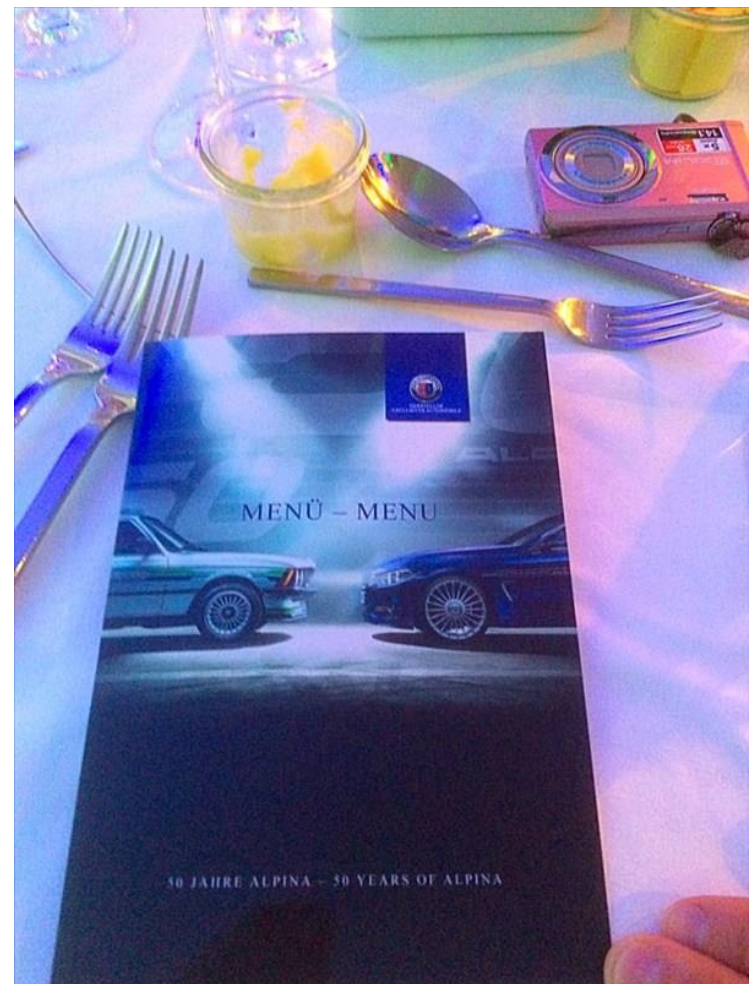
And then it was the **CREME du la CREME**.....

The event was all dressed in ALPINA green and blue. The food was simply outstanding. Between meals there was all kinds of shows, with speakers, pictures of cars, the saga etc. Two mechanics were at this event from the factory, and they played on all kinds of instruments they had made from car parts – it was simply stunning. And what they could play - heavy metal, ballads, many well-known pop songs etc., etc., absolutely fantastic! Brake discs, the electric chrome-bumper, all kinds of car horns, water hoses, self-made guitars, and bass, the list was almost endless.



Official ALPINA photos

After this massive car gathering we changed our clothes in a hurry (those who got the invitation to ALPINA banquet), but the change rooms were full so I just changed in open behind a car under a tree!



But the party started with **STYLE!**



Before the desert was served, the concours award winners were announced. The judges had been walking around and now the final results were announced!

I was told by my table mates that there would be 5 awards, with third, second and first place in the following categories:

- 1) ALPINA Globetrotter
- 2) The longest ownership
- 3) The oldest car
- 4) Most driven car
- 5) Car of the show

I thought it was something strange because a guy from the England was called up and he came to the stage. Then another Brit was called, but he was not in the hall. Then suddenly our yellow BiTurbo came up on the screen. I thought it was just the slideshow, and the host said a sure WINNER in ALPINA Glopetroter. Sveinbjörn and Anna Maria von Island!! We looked at each other and I was quite overwhelming going through the hall and to the stage were the 3 Bovensiepen stood, shaking hands, (I have not washed my hand since) with ALPINA Sr. and his 2 sons. I was so surprised to realize that we had won something called "globetroter".

We had the ALPINA car that had come to Buchloe from the longest distance. This was something I had no clue that would be a category in the competition. The host said that Iceland was so long and far away from Buchloe that even google could not find a roadtrip guide (they said that they had tried that)!

First Place was a CNC Aluminum trophy and an ALPINA woodbox with 6 wine bottles. It was really really cool in my opinion, and first time EVER that ALPINA had held such a huge event.



All told, there were 70 tables in the hall. One of our mates on our table also got the First Place prize for the most miles/KM - B10 3.5 with 400.000 km (250.000 miles) on a totally original engine, never opened, never ever anything. LONG LIVE the M30 Forever!

So, we joked a lot about the WINNER table. One of my friends, Thomas Schluppeck, received Third Place for best car, an E34 B10 4.6 6g #008. Only 2 manual tourings were produced, but 4 sedans were made. His car is petrol-mica and is just like new and absolutely STUNNING. He told us that he spent 45.000€ getting the car ready for the show. It was a truly amazing and beautiful car.



Steinborn Hrafnsson and Anna Maria Moestrap receiving the "Globetrotter" Award

Second Place in the best car category was a Mugello red B12 5.7 coupe that was also FANTASTIC. Red is really a color that suits the E31.

First Place, and the Best Car winner was a B8 E36 4 door, a great car in amazing condition with no ALPINA stripes.

Anna Maria and I felt that the alpinagemeinschaft members were so pleased to present us with the trophy, and the feeling was just honestly fantastic.

After supper the real party started. We went to the Hotel among many other ALPINA members, and every guest got a gift – an ALPINA special bottle of wine, a signed brochure, and a 50 years anniversary bag.

Next morning we headed to Nürburgring, a 550 km trip. I had no Air Conditioning as it had developed a leak somewhere. Driving in 25-30°C temperatures is not funny when you have to guide the misses in her Mercedes, because she had never driven on AUTOBAHN. When I wanted to floor it all the way I couldn't, so we just had an average speed of 100 km (60 mph), but at least she had AC!

There was 4 ALPINA E31s in the group, and all of them 5.7:

- 1 MUGELLO #025
- 1 GIALLO FE 102 #019
- 1 ALPINA green #023
- 1 BRILLIANT red #016



The brilliant-red car, #016 won the 2nd price of the best car at the show, and was really really good looking!

*By Sveinbjörn Hrafnsson
Reykjavik Iceland*



8th Annual SoCal Vintage BMW Meet

by Gary Corcoran

...

SoCalEights Attends the 8th Annual SoCal Vintage BMW Meet

On Halloween, the SoCal Vintage BMW Club held their 8th Annual Meet at Woodley Park in Van Nuys, CA and SoCal Eights made a strong showing with 20 members participating. This is our second year to be invited since it's now been 26 years since the introduction of the 8 Series in 1989. This event has become the largest gathering of vintage BMW vehicles in the U.S., organized by club co-founders John Barlow and Jeff d'Avanzo. SoCal Vintage BMW is a very active club and shares the same passion and comradery we 8 owners experience. Several of us have joined them on "spirited" drives in the local mountain roads this past year, and although we may struggle to keep up in the turns, we get 'em in the straights. Visit www.socalvintagebmw.com for more info on this great family of like-minded friends.



Halloween Special Award - Scariest Car

As is our custom, we gathered as a group in a nearby shopping center beforehand so we could drive in together - parade style. The weather was perfect – mid 80's and not a cloud in the sky



Waiting to Make Our Grand Entrance

As we approached the entrance to the park, there was a long line of vintage BMW's from the 60's, 70's and 80's creeping forward toward the drive-thru registration and to pick up their goodie bags. Given our impatience and the dirt entrance to the grass field, we decided to stage ourselves in the paved parking lot until the dust settled.



7:30am Meet and Greet, Up the Street



When the 8s Come Rolling In



3 Rows of Eights on Display. John Burgan's Avus Blue 840 Ci 6-Speed



Our Predecessor, an E24 "Shark". This M6 is the Ultimate 6-Series



Ron Powell's Pristine '93 850 Ci Sporting the new Classic California "Black Plate"



M1 modified to 400HP. Think our nose bears a family resemblance?

We then proceeded to enter the park and were directed to the E31 area. The event organizers were surprised to see many more Eights that expected, but were able to situate all 20 of us together. We had the best spot in the large grass field, the only area completely shaded by trees and right in the middle near the main podium. Once our cars were in place, we set up our "campsite" under a large popup supplied by Steve Kondos, then enjoyed a breakfast of bagels with cream cheese and fresh fruit toppings provided by Hal and Beverly Compton.



Vintage BMWs as far as the eye can see



Kum-Ba-Yah My Friends, Kumbya

It's impossible to show the many outstanding examples of Vintage BMW's on display, but here are a few of my favorites. This Tiago Green E9 CSL "Batmobile" was meticulously restored to perfection by E9 Master Restorer Ron Perry and won 1st place at Legends of the Autobahn this past summer.

For more information on this car, see:
<http://v3llum.com/2015/08/saving-the-batmobile/>



Alec is the former owner of several Eights, most recently a Dakar Yellow 840, and currently on the lookout for a Hellrot CSi.



Our Pizza Man arrives in Style!



Included in each goodie bag was a Driver's Choice Award ballot for each class of Vintage BMW's. After lunch, most of us waited around for the presentation of the awards being most interested in which of our cars won for Best 8 Series and wondering if an 8 might win Best of Show for the second year in a row.

Last year, in our first appearance, Ronn Harris' 840 won Best Modified and Taylor Patterson's 850 CSi won Best of Show. However, this year a 1968 BMW/Glas 1600GT in perfect condition, owned by Mike Malamut, justifiably won Best Original/Best of Show. And we complain about NLA parts!

After we had all walked around and seen the vast array of classic BMW's, we regrouped for lunch back at our camp. Alec Cartio, SoCal Eight's member and owner of Red's Pizza in Santa Monica, personally delivered an assortment of their signature Swedish pizzas.



1968 BMW/Glas 1600GT – Mike Malamut



Lunch in the SoCalEight's corral

So, which car won the Best 8 Series shown at the top of the food chain on the left? Drum roll, please! Continuing its award winning tradition, the 1994 850 CSi owned by Jeremy Barbakow, the worthy caretaker of Ed Lyerly's former car, won the award for Best 8 Series.

Congratulations Jeremy!

Another walk in the park for this 8 Series example and another fun day for SoCal Eights and all classic BMW enthusiasts who participated. This Halloween had no tricks for us, just the

treats of spending time with good friends around the cars we are so passionate about. The costs of such pleasure? Priceless!



1994 BMW 850 CSi – Jeremy Barbakow



Drei Millionen BMW Automobile aus Dingolfinger Produktion. Das Jubiläumsfahrzeug ist ein BMW 850i in weiß

The E31 Commandments

by Brad Rein

...

The 8th Wonder of the World – The E31 Commandments

- Thou shalt not fail to wave and flash the FTP to a fellow E31 owner
- Thou shalt not pass a fellow E31 owner in distress without offering aid
- Thou shalt not feed thy E31 Budget Grade Fuel
- Thou shalt treat thy E31 with respect: Great power, great responsibility
- Thou shalt keep thy E31 clean and waxed at all times, yet thou shalt not bring thy E31 to an automatic car wash
- Thou shalt park thy E31 in such a manner as to protect her tender fenders
- Thou shalt blow out carbon with a high-speed run as required and test the window auto roll up function
- Thou shalt not cruise on an unpaved road or snow
- Neither friend, nor foe, nor even thy spouse may drive thy E31 without first showing proper reverence
- Each E31 is an individual work of art; judge not lest ye might be judged.

“E31 Monterey 2016”

BMW CCA E31 Chapter proudly announces:

E31 Monterey 2016

Featuring:

Legends of the Autobahn 2016 at the Nicholas Club Monterey

Monterey Historic Races at the Rolex Monterey Motorsport Reunion

Oktoberfest 2016 at Monterey

Mark your calendars NOW, and join the E31 community in celebrating the 100th Anniversary of BMW!

BMW Car Club of America 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 BMWCCA E31, in association with BMW Car Club of America, has officially been endorsed and will have a special parking corral at the 2016 Legends of the Autobahn at the Nicholas Club-Monterey. Additionally, BMWCCA E31 will have special parking at the Rolex Monterey Reunion at Laguna Seca.

SoCalEights will be hosting this once-in-a-lifetime E31 event. Fern Mora, President of SoCalEights, will be the head of this great E31 Chapter event, and will be organizing our “E31 Monterey 2016”. As you can understand, there will be much planning involved. If you are interested in helping Fern, please contact him. This is a great opportunity to bring together 8 series automobiles from all points for a great time together.

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. Please contact Fern.Mora@socaleights.com for more information. Also stand by for more email announcements!

**BMW Car Club
of America
E31 Chapter**



**MONTEREY
2016**

AUGUST 19 - 28

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