

E31news

THE VOICE OF NORTH AMERICAN E31'S

BMW Car Club
of America
E31 Chapter



VOL 4 ISSUE 2

Summer 2017



BMWCCAE31.com

E31 Chapter *BMW Car Club of America*

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2017 E31 Upcoming Events

48th Annual BMW CCA Oktoberfest, July 11 - 15

New Orleans, LA bmwcca.org

Bimmerfest East, July 29 – 30

New Orleans, LA www.bimmerfest.com/bmw-events

SoCalEights Wrenchfest II, Aug 5

Signal Hill, CA socaleights@gmail.com

San Diego Weekend Cruise, Sept 29 – Oct 1

San Diego, CA socaleights@gmail.com

10th Southern California Vintage BMW Meet, Nov 11

Van Nuys, CA msreg.com/SoCalVintageBMW2017

E31 Tech Advisors

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

Tom "Wuffer" Carter (reasonable time PST) 604-530-6609
general information

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

On the Cover

Taylor Patterson's 850CSi as photographed during the Petrolicious Film for BMW. Photograph courtesy of Petrolicious

by Roger Wray
President, BMWCCA E31

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as Regional Facilitators – to help spread the word and aid others in our areas in organizing events and offering guidance.

Wow – what a journey. I still remember the spring of 2012. Steve Cohen and I were talking on the phone about the state of the 8 organization at that time. One of us – and I cannot remember which one – said that we need to work on organizing our community for the good of everyone. One representative voice. From that point we started putting down our ideas and came up with the idea of a North American 8 Community Club. We both realized that we had great local groups, but what we lacked was a common voice.

From that came the idea of forming an E31 Club within the framework of the International BMW Clubs. Letters and emails were sent back and forth, and through our communications with the International BMW Clubs it became apparent that we would have to organize under the umbrella of BMW CCA. More letters were written, and as we wished to be the voice of North American 8's, we had to include correspondence with the Canadian BMW Club. We received much guidance from the Executive Director of BMW Car Club of America, Frank Patek. Steve and I contacted others to gauge interest. Tom Carter – aka Wuffer – was onboard for Canadian 8's. Jeff Iverson was onboard with his expertise in branding and graphics, Jon Nelson jumped in as our Treasurer, and at Wuffer's suggestion, Rob Scott joined in as our second Canadian representative to coordinate Events. BMW CCA E31 was born.

Through everyone's combined efforts, we were appointed as the first BMW CCA Non Geographic Chapter. Now this was not without much teeth gnashing by the BMW CCA Chapter establishment. Most chapters were worried that we would suck members from them at a time when chapter memberships were declining.

Wuffer and I attended our first National Conference, and tried to allay fears that we would steal members away from other chapters.

Our results have spoken for themselves. The vast majority of our membership added the E31 Chapter as a second chapter membership. Only those who said they were disillusioned by their local chapters switched memberships. The end result was a win-win for BMW CCA.

Through the board's efforts, we have become a non-profit organization and gained IRS status. We became incorporated, and recognized throughout the BMW community. We set the course for others to follow, and recently BMW CCA granted the second non-geographic chapter, the E30 chapter.

Throughout these efforts, it has been my pleasure to represent the community and chapter. During this 5 year journey, I feel that we have set an excellent foundation for the chapter, and expect only bigger and better things in the future. We have diversified and added more leadership to the board. It has been my pleasure to serve as the Chapter's President. As my term comes to an end this summer, I have decided to not seek re-election, and feel it is time for the next phase for our chapter.

It has been a great privilege working with Steve, Tom, Jon, Jeff, Steffen and Rob. They are wonderful people who have selflessly donated their time and efforts for all of us. Thanks guys – it's been my pleasure to work with all of you!

Although Tom and I are both stepping down and letting new blood take the reins, we both are stepping into new roles

As put out in a chapter notification April 19th, Steffen Staiger was unopposed for Chapter President, and in accordance with our bylaws, he was accepted by the board by acclamation. Nominations were solicited in the April 19th letter for the positions of Vice President and Secretary.

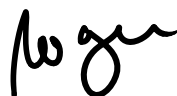
We received the following nominations: Tom Jacobsmeyer for Vice President, and Henry Christof for Secretary. As these were the only nominations we received and both ran unopposed, both were approved by acclamation by the board and thus did not require a chapter vote.

With the addition of Steffen Staiger as our new President, Tom Jacobsmeyer as our new Vice President, and Henry Christof as our new Secretary, our chapter has a bright future. Please support them in their efforts, because it is through your support for the board that we all succeed.

I will also continue on as Editor of the E31 NEWS Newsletter, so if there is something you want to see in the newsletter, or you wish to write something for the newsletter and become a *Famous Published Author*, please let me know!

If any of you are interested in hosting a local or regional E31 event, please let us know. The chapter is here to help in any way we can.

Enjoy your summer and your Eight. Always remember – it is the car that brings us together, but it is the people that make us who we are



E31 BMW reveals the new 8 series concept

By Scott Blazey
Photos courtesy of BMW AG

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BMW chose the 2017 Concorso d'Eleganza Villa d'Este to reveal the BMW Concept 8 Series, which it is calling "the essence of a modern-day BMW coupe wrapped up in an enthralling design study." We will take that to mean there will be a lot of this concept car in the new BMW 8 Series Coupe due out in 2018.



Chairman of the Board of Management of BMW AG Harald Krüger told everyone BMW was going on the offensive with a model onslaught to establish the company at the top of the luxury performance mountain and to do that, BMW needed a top-of-the-line luxury performance coupe. The new 8 Series Coupe is one of those top-level cars Krüger was talking about as BMW implements its Number One Next strategy to increase sales and revenues. He explained, "The number 8 has always represented the pinnacle of sports performance and exclusivity at BMW. The forthcoming BMW 8 Series Coupe will demonstrate that razor-sharp dynamics and modern luxury can go hand-in-hand. This will be the next model in the expansion of our luxury-car offering and will raise the benchmark for coupes in the segment. In the process, we will strengthen our claim to leadership in the luxury class."



Although it is a concept car, the BMW Concept 8 Series previews the general

lines of the next 8 Series Coupe; perhaps as much as the Concept i8 did for the production i8 a few years ago.



"The BMW Concept 8 Series is our take on a full-blooded high-end driving machine," said Adrian van Hooydonk, Senior Vice President BMW Group Design. "It is a luxurious sports car which embodies both unadulterated dynamics and modern luxury like arguably no other. For me, it's a slice of pure automotive fascination." We are extremely happy to see that the BMW 8 Series Concept is a pure coupe in the old school sense. Its low profile includes a long, sloping hood, an angled roofline blending into a short back end, and two big, beautiful doors.

"The design of the BMW Concept 8 Series provides a fresh interpretation of iconic BMW styling cues," continued van Hooydonk. "It also showcases a new approach to the use of forms which is reflected particularly prominently in the car's surfacing. A handful of crisp lines mark out clear surfaces, and the car's volumes are powerfully sculpted. Together, these elements make a forceful statement and create a model brimming with character. In short, this is a driver's car."

Okay, we're not sure how that description of the cars "surfacing" and "volumes" translates into "this is a driver's car" so we will restate it like this. This is one good-looking coupe. If it has an engine to match its looks and the suspension, steering, and brakes to put that power onto the road and keep it there, then it will indeed be a driver's car.

But when we speak of a driver's car, we're talking about next year's production 8 Series Coupe. The BMW Concept 8 Series

is as much a sculpture as it is a platform to demonstrate technology and driving qualities. The eyes are drawn into this sculpture by the enormous kidney grilles that ensure everyone knows what company built this car. The exclusive color of this concept—Barcelona Grey Liquid—is a greyish-blue with highly iridescent pigments and it is beautiful, but a lighter color would show better the large air scoops on either side of the front fascia and the big Cylon-like air intake under the kidneys.

On this concept, BMW stayed with the traditional quad headlights, but those quads are getting shorter and wider each year. The back of the car is intimidating. The whole rear deck has been transformed into one big spoiler. The rear taillights are technically an L-shape, but as with the headlights, they are getting shorter and wider and a little i8-like. It may take a while to get used to the trapezoidal exhaust pipes.



The cockpit is not as minimalist as the BMW Vision Next 100 and we expect that the instrument panel and central display will come to life and be a lot more engaging once the car gets underway. The seats have a carbon-fiber shell, the leather begs you to take a seat, and the anodized red paddles behind the steering wheel scream that they are how you shift and pay no attention to that Swarovski-encrusted level on the console. BMW says the BMW Concept 8 Series previews the 8 Series Coupe coming next year, which it calls a "dream car." Price notwithstanding, it's certain we will be seeing the new Coupe in our dreams.

By Tom Jacobsmeyer

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Last year during our planning meeting we decided to put up a rally as one of our group activities. Then, when Ralph Rodheim, an original SoCalEights member, passed away from ALS (Amyotrophic Lateral Sclerosis) we decided to change the rally to one in Ralph's honor. He was a great member of the group and provided us with some outstanding venues and experiences while he was active in the club. In addition to his involvement in SoCalEights Ralph was a very active member of the Newport Beach, CA community having received many awards for his volunteer work and involvement in the many Newport Beach charitable organizations. We changed the name of the rally to the Ralph Rodheim Rally for the ALS Cure, a fitting tribute to Ralph.



With Penny, Ralph's wife, guiding us we contacted the ALS Research organization who graciously setup a website for us to post donations during the signup and rally phase of the event. They were very helpful with a number of ideas and supported the event very nicely.



Setting up a Road Rally of any kind is a challenge and having a partner in the event is pretty darn helpful. One

of our SoCalEights members works at Sterling BMW in Newport Beach, CA so we approached the dealership for some assistance with a starting point. They graciously agreed to allow us to



start the rally in their parking lot. They also supported the event with a tasty breakfast to get us started as well as handing out Sterling BMW leather key chains for each participant. Score!



Also helping with the event safety was the BMW CCA E31 Chapter who provided the event insurance and general support to make sure we had a successful event. Thanks to Roger Wray, President E31 Chapter and Jon Nelson, Insurance Guru, for providing the documentation for the event.



We developed a very professional looking rally book using the Rally Navigator program that can be purchased online. It was instrumental in creating a rally that was clear and concise, particularly for newcomers.

One of the requirements of the rally was that all cars needed a driver and a navigator. No driver could possibly do the rally and manage the rally book at the same time. This rally was also designed for time and distance precision with speed not a factor in the final tally. The team closest to the ultimate time of 122

minutes and 64.2 miles would be the overall winner with several other awards for the most accurate time and most accurate mileage.

The course followed the Pacific Coast Highway 1 to Dana Point and met up with the road leading to the treacherous and twisty (mostly just twisty) Ortega Highway adjacent to the Silverado Mountains. Included in the Rally Book were questions that the teams would have to answer during the rally.

The Rally Book also included stops in the mountains at scenic overlooks for pictures. One stop included buying candy at a candy store at the top of the mountain...no candy was recovered from any team at the end of the drive.



We joined up at Sterling BMW in Newport Beach at 9:00AM and enjoyed breakfast and the company of our fellow SoCalEights members. After yakking about cars and the beautiful day, the Rally Master held a driver/navigator briefing about the event. The teams then lined up in the parking lot and were launched by the Rally Master spaced 3 minutes apart so they didn't jam up. The Rally Master then hot-footed it to the Canyon Lake Clubhouse in Canyon Lake near Temecula, CA successfully beating all contestants being unencumbered by the Rally Book

and taking full advantage of the twisties on Ortega Highway.



Our event ended at the outstanding Canyon Lake Clubhouse in Temecula, CA where we were sponsored by SoCalEights members Mike and Lisa. All the teams arrived at the check-in point within minutes of each other with the exception of one team who took a detour to look at butterflies. Lunch was grand and talk among the teams pointed to the possibility of interest in another rally next year.

The Rally Master totaled up the times, mileage, and answers to the rally questionnaire. It was very close but winners were identified with Team Gary & Bev (they neglected to choose a name but didn't lose points as a result) coming in First Place with the most combined accurate time, distance and complete answers. Team "Rodheim Road Runners" (an excellent name) received both the best time and best distance awards as a result of some pretty accurate navigation. All in all this was a lot of fun and the drive on Ortega highway is always a treat.

Next year will have an end point somewhere near the beach...to be announced then. Stay tuned!!! We want to again thank Sterling BMW, Newport Beach, CA, BMW CCA E31 Chapter, and Mike and Lisa for their excellent support for this event.

And finally we'd like to ask you to take a minute to donate to a great cause at the link below:

<https://www.classy.org/campaign/socaleighths-ralph-rodheim-rally-for-als-cure/c127814>



Ralph and Penny Rodheim

E31 bc 8's summer weekend: wrenchfest & german car festival

By Henry Christoff

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WRENCHFEST

Saturday June 24th – WrenchFest

Location: Wuffer's Garage & Spa. We saw a good turnout of E31's. Ten cars in attendance, which included a couple cars already in Wuffer's 'shop' and one very nice 840Ci that was for sale. BC 8ers were discussing the German Car Festival for the



Wuffer talks 8 Series tweeks. That's Martin leaning against his recent purchase. following day, Dietmar changing out fuel pumps, changing engine air filters, Glen's recent rust repairs on his 1991 M5 and Martin's latest acquisition, a 1991 JDM 8



Series recently purchased from an owner on Vancouver Island.



Glen is thinking about another 8 Series and hand gestures help with the explanation.

Martin has a lot of work to do on this car, but is optimistic that some work now will result in a nice driver later. And it all started with the installation of new spark plugs!



Dietmar extracts the fuel pumps on his white JDM 850 with an assist from Martin, ever the fashion guru as his shop gloves match his FitBit

GERMAN CAR FESTIVAL

Sunday June 25th – The German Car Festival- : Location Waterfront Park in North Vancouver. It was sunny and probably the hottest day so far this summer in Vancouver, but nine E31 automobiles turned out for the event with several BC 8-ers wearing the new BC 8's t-

shirt. Each 8 Series car was expertly detailed and ready for the show. Think of the German Car Festival as Vancouver's answer to Legends of the Autobahn held in August during Automobile Week in Monterey. All German cars are welcome to the Vancouver event with proceeds from the modest admission going to the Harvest Project Charity.



The day begins. Wuffer (wearing the hat), George and an 8 enthusiast enjoying the view

At noon, I counted two Volkswagens, 41 Porsches, 30 Mercedes Benz and 60+ BMW's. Additional BMW's, Mercedes and Porsches arrived after my count. Raffle tickets were sold for some very cool swag, again all proceeds going to the Harvest Project Charity.

As usual, the display of E31's garnered a lot of attention. I spoke at length to a nice family who were visiting from Sweden who had purchased an E31 just over a month ago!



Calypso was a popular color for 8's attending the German Car Festival.



Nine E31's were in attendance



The actual E31 featured in the 2005 Bimmer Magazine article



BC 8er's relaxing - it was nice to have some shade !



John D arriving in his pristine 850



One of the views of Waterfront Park- with downtown Vancouver across the water



The license plate frame says it all

Thanks to everyone who attended. Special thanks to Tom for again arranging with the event organizers the spot on the hill!



BC 8's attending were:

Garth O. '97 840

Dietmar 90 850 J-Spec

Vic H. 91 850

Henry C. 91 850

Dave B. car was in attendance and for sale 97 840

Tom 'Wuffer' 91 850

Gerald O. 91 850- the very car featured in the December 2005 Bimmer Magazine

Andrew N. 91 J- Spec

John D. 90 850.

8Coupe.com
BMW 8 Series Registry

By Tom Jacobsmeyer

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It was a hot and sunny day...no it was a really hot, typical SoCal day that happens when you stand in a parking lot for 6 hours and the temp climbs 15 degrees higher than on grass. But enough whining. It only really got hot around...11:00AM. After that it got hotter. So how did we get here? Well, I'll tell you.



As usual we met up at Starbucks a few miles from the Auto Club Raceway where all the Bimmerfest fun happens. Cars start arriving around 7:00AM and head out as a group around 7:45AM so that leaves a lot of time to update everyone on what's new with the car, what broke, and why we have no money left. Everyone always has great anticipation for this event. It's a lot of Bimmerology in one day and we look



forward to it. The Auto Club Raceway is about 50 miles east of Los Angeles and 30 miles northeast of Orange County so it's not the easiest place to get to and we usually have some late comers that skip



Starbucks and show up at the Raceway. By the time we were ready to go we had collected a nice group of E31's and there were also about 20 other BMW's in the parking lot staging to leave. It's a nice way to warm up for a day at Bimmerfest.

After taking on coffee and pastries we lined up 17 E31's for the trip to Auto Club Raceway. It takes 8-10 minutes to drive to the site and then 40 minutes of waiting in line and crawling into the special parking corral where SoCalEights spends the day. We are usually there just before 9:00AM and the lineup process also takes time. Since we own German made cars we must, of course, line up in perfect Teutonic order...we use a long string to pretty decent effect. The pic of the event shows almost every nose in perfect line with its neighbor. The exception is the later arrivals have a tendency to make the line a bit jiggity (technical term). By 10:00AM we had over 25 magnificent E31's lined up in a colorful display of BMW royalty.



After the lineup procedure is completed we got out our stuff and setup our SoCalEights "campfire". Two popups, our new feather flag marker and many folding chairs appear out of trunks and backseat storage areas. By 10:30AM we are settling in to the rhythm of the day. We are a very happy group and enjoy each other's company at these events, it's really the reason we come...other than the cars. Over 3,000 BMW's attended this event and the Lookyloo traffic was pretty steady. We added a Dakar yellow E31 to our group and it made for a nice color addition

among our normal lineup. Another one of our new members brought his pristine Z1 which garnered a lot of attention. The Lookloos were fascinated with the unusual up-and-down doors on the car and it was a topic of regular conversation each time a new viewer showed up. The E31's generated much discussion as usual with the V12's taking most of the glamor and the V8 guys correcting the misconception of reduced performance as a result of being "4 short". Discussions circled around the topics of reliability, electrical gremlins, lack of performance, etc., etc. SoCalEights members dutifully, and patiently, corrected all misconceptions that reflected any doubt that these are the best cars on the planet.



There were plenty of food selections here with food trucks galore. The BBQ tacos were a big hit around the campfire with several refill trips by all. A very acceptable beer palace also graced the end of the walkway with a vigilant security officer checking everyone's ID regardless of visible age attributes. Several "meetings" were held at the palace with some necessary re-hydration taking place. Did I say it was hot?





Vendors came out in full force with every toy and add-on imaginable on display. If you own an E31 there wasn't much but T-shirts that you'd be interested in. This is a vendor lineup for the 3, 4 and 5 series crowd for speed parts and shiny bits. There were plenty of i8's on display; we

counted at least 20 in the vendor corral. You could also get swag in bags if you were quick enough in the morning. The free stuff disappears pretty fast here.



The collection of BMW's at Bimmerfest was really something to behold. The variety of customization is always interesting and sometimes repetitive. The show winners started lining up in the early afternoon and there were a lot of them.

The crowd started thinning out around 2:00PM; it was just too hot to hang around for the whole event. We finally started to pack up around 3:00PM and were soon on our way home. What's always interesting about Bimmerfest is the number and variety of BMW's coming and going on the freeway.



E31 petrolicious – behind the scenes on the 850CSi film shoot

*Article courtesy of Petrolicious
Photography by Michael Potiker*

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Each week with every film we produce we're going to aim to give you a bit of a gallery from behind the scenes. Join us this week as we venture into the plush leather seats of the ultimate retro techno-toy: BMW's 8-Series.

In order to pay proper tribute to the veritable king of rapid luxury, we've tracked down Taylor Patterson's pristine example of the line-topping, limited-production 850CSi.

While BMW was revealed to have been making a bonafide go at an M8 variant of the big grand touring coupe back in the early '90s—and in fact the company's sole box-flared beast of a prototype still exists, complete with carbon-fiber wheel covers—that car never made it to the masses, or at least to that portion with the taste and means to acquire such a car that would have likely carried an MSRP somewhere in the Ferrari territory it was aimed at.



E31 Chapter member Taylor "toeing the mark" during his recent photo shoot with his Csi.

Luckily for those people though (and for the second and third and fourth owners), M still left some incriminating fingerprints on the 8-Series, and as with most stews



stirred by its hand, the result was an unmatched vessel of prowess that they simply called the 850CSi.

At the time of its reveal in 1992, the peer group for this car was almost nonexistent, and on a more abstract scale, there have been very few in its wake to attempt a similar blend of substance and poise. It never claimed to be a sporty coupe, yet it could outperform many of them. The car's true domain however was a lengthy trip with the room to show off how comfortable 100+MPH can be; this was the kind of car whose essence was understated, yet its presence never went unnoticed



It was a truly special car, and its production run reflected that. Exorbitantly expensive, and unable to continue production in line with updated emissions standards, only 1,510 units of the model were produced the world over. And to add enthusiast clout to such rarity, each of these cars came fitted with a six-speed transmission bolted to the back of a 5.6-liter V12 stamped with the fastest letter in the alphabet.



Too often the 8-Series is categorized in that group consisting of once-expensive luxury cars that are now prohibitively costly to maintain, and so are left to wallow, undriven. Sure, it checks a lot of those boxes (the V12 E31s have an ECU per half-dozen pistons, which is just a piece of the massive amount of interconnected systems in this car that required the creation of a bespoke network to operate), but somehow it just doesn't belong in the dealer lots full of S-Classes with all their trick bits already broken. Perhaps the 840Ci automatic that's been given a hard life is beyond the rational point of saving, but cars like Taylor's immaculately displayed CSi prove that the time when these cars become "dated" is still a long ways off yet.



The 380-horsepower heart that resides under the hood of Patterson's—and every—CSi has an interesting family history, and can claim to this day its title as the rarest production engine in a BMW road car. In a reversal of the typical German logic, BMW's M-tuned and -built motors will often trade their "M" designation for that of an "S." Such is the case with the S70B56 found in the CSi. Variations of this motor—which was essentially a pair of straight-sixes fused together—would go on to win the 24 Hours of Le Mans outright, in both the McLaren F1 GTR, and in BMW's own V12 LMR.



Though any form of the E31 chassis was and is a genuine rarity, the CSi stood even further apart. At the time, this was the end-all, be-all, the award-winning stew of a high-tech ecosystem paired to a taut motor that could push the impressive package well past the imposed safety speed threshold of 155 MPH. Further boosting the desirability of the CSi model was the inclusion of special staggered forged M-System wheels with the distinctive "throwing star" bladed covers, a more robust and direct suspension, extra interior options, and a host of upgrades to the exterior paneling, as is the fashion for cars with the M treatment.



It's understandable that one can look at something like the 850CSi and mistakenly view it as a compromise between two worlds, as an object somewhere on the muddled boundary between the disciplines of Motorsport and luxuriant indulgence. Of course it lives at such a

meeting point, but the very fact that it does bring together these disparate worlds into a coherent package is the evidence that the last thing at play in a car like this is compromise.

Revisiting what made the first E31 a high watermark for the burgeoning world of luxury GTs in the 1990s makes us supremely excited for the modern interpretation of the flagship Ultimate



Driving Machine, but no matter what comes next, the 850CSi will always be significant for what it stands for, and how good it looks doing so. Drive Tastefully®

Editor's Note: E31 Chapter member Alec Cartio was heavily involved in the production of the 850Csi video in concert with the recent release by BMW AG of the new 8 Series Concept Coupe. Congratulations to Alec for his great efforts.

E31 international corner

E31 alpina facts – right hand drive alpina B12 5.0 and 5.7 cars

*by Jud Spencer and Reinhard Wolf
from 8er.org with permission*

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Officially, per Alpina, only 6 RHD Alpina B12 8er's were produced by Bucholoe. These were given an Alpina Number/VIN, and are as follows:

Alpina B12 5.0 – 97 produced

95 - LHD

2 - RHD

D110064 – originally delivered to the Sultan of Brunei

D110065 – originally delivered to the Sultan of Brunei

Alpina B12 5.7 – 57 produced

53 - LHD

4 – RHD

D200008 (based on a M70 850i 6spd)

D200010 (based on a M70 850i 6spd)

D200013 (based on a M70 850i 6spd)

D200047 (based on an 850CSi)

RHD B12 5.7 coupes based on RHD M70 850Ci 6 speeds, and not Csi's.

Alpina B12 5.7 coupes numbers 8, 10 and 13 are well documented. They were based on RHD M70 850Ci 6spds ordered by Alpina because the order book for 850CSi's were backlogged and the 1st RHD 850CSi came out December 1992, many months after LHD 850CSi production began. Alpina has confirmed BMW and Alpina VINs for these cars (FYI: the Inventory Project also included securing BMW build sheets for Alpinas and a related matching process).

Alpina retrofitted the three RHD M70 850Ci 6-spds utilizing Alpina parts to bring them as close as possible to the designed B12 5.7. Alpina's Press Release in 1992 extoled how they were going to take the 850CSi and use it as the basis for their B12 5.7. Other than the three RHD M70 850Ci 6spds, Alpina also secured 3 LHD M70 850Ci 6spds for some early B12 5.7's.



Synter Conversions

Synter, in the United Kingdom converted 5 RDH cars using Alpina parts supplied by Alpina. The conversions are controversial, as some view them as true Alpina cars, while others view them as converted RHD cars. The cars processed by Sytner are:

CB27063 (based on a M70 850i 6spd)

CB57486 (based on a M70 Automatic)

CB57526 (based on a M70 Automatic)

CB57592 (based on a M70 Automatic)

CB57850 (based on a M70 Automatic)

The controversy about these five conversion cars continues to this day. Owners of these five cars claim they are real Alpinas. After looking at all of the facts, the corporate issues between Sytner (including Nicole/Japan) as an Alpina distributor and Alpina itself in cloning cars, the Sytner cars are, in many's opinion, not real Alpinas. The people who own these cars claim otherwise, but at the end of the day, they are not factory produced Alpinas with unique Alpina Vehicle Identification Numbers (VIN).

The Alpina Registry Agent lists the Sytner cars in the Registry, despite the questionable authenticity. This listing is supported because Sytner did sell many of the components to make a base 850i as close to as an Alpina as a customer's budget would allow. Also, Sytner put a numbered plaque (e.g. 9430) in these cars with Alpina lettering. However, it leads to incorrect conclusions about how many B12 5.0 RHD's were actually produced by Alpina in Buchloe.



As previously mentioned, CB27063 (based on a M70 850i 6spd) was the only 6spd cloned by Sytner. The rest were automatic transmission cars.

CB57486, was produced on May 16, 1991 as a standard BMW 850 and later converted with Buchloe delivered parts to what we have come to know as a Sytner "B12 5.0".

We now have evidence in the archives for all of the 5 E31 M70's that have been converted through Sytner.

CB27063 - no Sytner plaque, possibly only Alpina lookalike

CB57486 - Sytner 9318, full B12 conversion

CB57526 - full conversion, no visible plaque

CB57592 - Sytner 9370, full conversion

CB57850 - Sytner 9439, full conversion

Apart from the "wrong" VIN for them to be counted as a Alpina B12 5.0 none of the 5 was equipped with the Alpina tagged blue instrument cluster.

It is not that there weren't any RHD Alpina B12 5.0 cars - the Sultan of Brunei received 2 of them. One was auctioned off last year for a little less than a song

Why Alpina decided not to make "real" B12's for the UK remains a mystery - both BMW VIN's (CB57803 & 4) for the cars sent to Brunei were earlier than CB57850. It is not unlikely that Alpina at the time was not registered as a car manufacturer in Britain and hence not able to legally import using their name (same situation in France).

Although Buchloe HQ and Sytner are a respected lot, there are some of us in the Alpina/8er enthusiast community that

have learned that they do get their facts confused and just plain wrong, just like the rest of us mere mortals (grin).

There are NO recorded new RHD B12's delivered to Japan.

Now about the rumour of crushed B12's. This is probably just a rumour and speculation since these cars haven't been seen in a long time, much like most of the Sultan's collection.

For the sake of argument, let's say Buchloe did say two of the B12's were crushed. The Sultan ordered 4 RHD B12's, 2 B12 5.0's, and 2 B12 5.7's. The 2 RHD 5.7's are accounted for and are in active service.



That leaves the two RHD B12 5.0's. We have reports on file that these 2 cars are still in existence and that the Sultan did in fact have a few non-B12 8's crushed (along with other cars from his extensive collection), but zero reports that the B12 5.0's were crushed.

ALPINA

E31 french e31 club participates in the rallye de sologne 2017

Antonin TEYSSIER
Président
BMW Club Series 8 France

...

**BMW Club
Serie 8 France**



The Rallye de Sologne 2017 took place on Sunday 25 June at the departure of Chateau de Chambord. The French E31 Club has been there every year since 2010, and this was our 8th participation.



This year's rallye took a beautiful loop in the South east of the Sologne - Chambord, Montrichard, Ambroise and Blois ...



Here are some pictures of our beautiful outing in Sologne.



A big thank you to all for your participation, the club was very well represented again this year and a special in Virginia and Mickael for their welcome.



The rally counted almost 300 cars this year, a record! We had a wonderful time, and look forward to next year.



By Reinhard Wolf

...

During this year's 8-day excursion, which could be viewed at least approximated as a continuation of the great Mediterranean and southern Italy trip of last year, both the schedule and the size of the travel company were closely outlined.

In mid-May, a total of 8 eighty fans in 4 E31 and a shafted Bubu started a short trip, which will bring us to Tuscany, pamper our palates, and bring our soul together. Unlike Johann Wolfgang von G., in the beginning of the 18th century when he spent a considerable period of time incognito in Italy, we travelled once more in the times less culture obsessed e31-isti with spectacular vehicles while enjoying the picturesque spring in summer Tuscany.



During the tour, we were more relaxed on the road, but for this surprising motorway, one had to keep an eye out for local traffic. For example, we passed:



For us, the journey began with a longing in the south looking Bavarian lion at the Swabian Sea in Lindau.



The next day saw us at an early stage with the neighbors in Bregenz to include travel provisions for the crossing of the Alps. A Javagrüne vignette for the Confederates was created especially for us:



Climbing up the mountain it is no fun to look at the gasoline consumption, once traveling in the direction of Bellinzona, sometime even the biggest drunk becomes the modern special (the e31)!



Happily united with the other E31 fellow travelers, the first joint outing took us in the direction of the "Torre pending" in Pisa. Thanks to the local knowledge of Micha & Daggi, we were able to get together with the other vehicles of the tour group for a picture for the category "sights in Italy".



We were not the only visitors to the Leaning Tower.



Reinforcement after walking in a downpour in Montecarlo:



After dinner we visited a wooded tower from which one could enjoy a very excellent view of the town centre of Lucca and the surrounding area:



In the former Roman amphitheatre, the first day of walking was made of bread, obscene amounts of wine, and Tuscan food:



The next day, as an intermediate destination, the "medieval Manhattan" of San Gimignano with its pencil-thin skyscrapers, which almost 800 years ago was only used to demonstrate who in the Stadel probably had "the longest". From more than 70 towers to date, 15 Zeitenläufte have survived.



On the next trip we encountered a very unusual accumulation of old cars, which (as we did) was photographed by paparazzi on the roadside:



It took a little while until it dawned that we were just driving against the line of cars on the Mille Miglia route!



May 20th was the third day of the Mille Miglia in 2017, which led from Rome to Parma through Siena and past us.





For us this meant we got to gather at the end of the idyllic excursion in front of the gates of the picturesque Siena backdrop...



In the inner cities of the tourist windswept townships of Tuscany there is almost a continuous camera-controlled driving ban, which also leads to unpleasant pecuniary consequences in the event of an accidental violation. A registration of the passage by the hotelier is absolutely necessary to avoid the withdrawal of many thousand Lireäquivalent (fine).

However, we did not yet know whether we could drive through the pedestrian zones. We made it precautionary nonetheless:



Where oldies still wheel guns in the morning, the members of the Contrada della Lupa, the winner of last year's Palio over Piazza del Campo, drummed and sang in the evening:



To e31 the subject at least for a small second, and not only on old Stones Herumzuhämmern, below is a recording of ancient 8 times:



It is certain that this recording is also about Piazza del Campo in Siena-not sure until today my assignment of the illustrated vehicle to the Alpina B12 5.7 # 1/57.

Of course, after such an exhausting cultural programme, the evening was again a feast for the senses:



There are probably as many books on the breathtaking beauty of the Tuscan cities as there are posts in the forums. For centuries, the authors have been eloquently writing their literary testimony, so in the following only comparatively few impressions of local antiques are more marginal notes and footnotes.... So, for example, here is a cheerful travel force in the restaurant "to hope" where I really have to ask myself, why do we stop at all in such a dubiously named establishment?



The preparations presented were probably suitable for Germanic tourists in the 1950s, especially the canned mushrooms in my (shown above) Mafia calzone awakened memories of long-gone times and gave rise to hope for improvement

During the day, everyone took pictures of the black and white marble splendor in Siena... but what is it at night? Still magnificent!



.... and from the point of view of the fountain in front of the gates Sitzengebliebenen



Stop by the Nanninis, not just by chance, with probably only the younger 8 riders known as Gianna and Alessandro.



If only enough brushes, colours and muses are at hand, then extensive painting works can be achieved.



Up through the cathedral, some more impressions of "over the rooftops of Siena":

Urgently needed food for strengthening! This time just so on the road-comfort 0 stars, enjoyment of those 5!

Micha from above, walled in Sempf and sky blue...





Next day... The Blues mobiles on the road again on behalf of the Lord:



Rolling Tuscan Hills



... and what rolls up?:



... somewhere else a roof was lost and in a church with Schwumrig Kreisendem vaulted lid put a sword in the stone. Arthur listen to traps!



The retreat led us to the evening after Massa Marittima, in addition to a South Tyrolean Garçon, we came across an unbelievably beautiful collection of precious cars from the Stalle Agnelli, which included in addition to various 850ern also a monstrous Abarth 1000, a bathtub as well as a Ford Model T in a Engl-esken plant. The small museum full of historic sweethearts and the associated people with their stories is not only an extra visit, but actually worth their own contribution...



For the first time, however, the urgent needs that arose after a day of monastic abstinence had to be fulfilled.



As indicated above, we encountered during a search for evening entertainment on the way to the old town of Massa Marittima in sight of the Cathedral of San Cerbone, an open garage door... like this:



From this gate we looked at an interesting, but unknown, car face, which aroused our curiosity. For no more understandable reasons, we had already lost our female accompaniment and could not spare any time, but a few friendly elderly gentlemen allowed us to come closer...



I did not make many pictures of the evening visit, as I was too captivated by the (to a large extent) unknown, lovingly restored and proudly presented "Nuove 500".

This is exactly why we were once again in the direction of the little garage mentioned in no guidebook and we were lucky... the sweetheart of a car who was already spotted on the eve, was present,

together with its 90-year-old owner and builder, who made us happy to share his youthful dream, which had been lovingly cared for for 60 years:



The small Barchetta was built up from the remnants of a 51 500 Giardiniera "Kombi" until 1957, and started the Mille Miglia in 1957 without any (so my interpretation) successfully reaching the goal.



On the gallery, of us only on acclamation identified right a 60s Abarth 695 Esesse with approx. 37PS power and 130km/h tip (Fiat 500 normal around the 18PS)



The printed story is entirely up to other passengers, and may still be attached to the back.

This small self-made curiosity was the whole pride, but by far not the only worthwhile piece.

If there is a abgerocktes 3 chassis with Novamotor in the shop window, then there is still a lot of things that are close to the owners.

Let's start somewhere in the background-for example with a 1915 Model T in a captivating state and very stylish environment:



In the middle of a 850TC that had something in the 50 + PS area under the hood, and next to it was an Autobianchi Abarth 112 with probably 70 wild horses.



While we found other unidentifiable sweethearts hidden behind a cobra and a Abarth 1000TC with specified 160km/h maximum speed did not come to the

picture, Thomas introduced our "Otto Cinquanta"-grandfather was a little confused and then pleased...



My personal highlight was then still in the form of a nicely chromed letter on another 850TC:



In ignorance of the history of the brand, one may think of a wishful dream, however, the little racers were extremely popular in the 1960s and some of them certainly also hit the bushes of the Eifel. The Nürburgring model with around 60 HP was a somewhat stripped-down and everyday-suitable variant of the Esseeesse and Corsa Competizione. The so nicely dressed up guy in the nondescript garage in Massa Marittima, on the other hand, had again a "Monomille" engine in the stern, which could certainly teach the riders in less than 15 seconds to a hundred fear

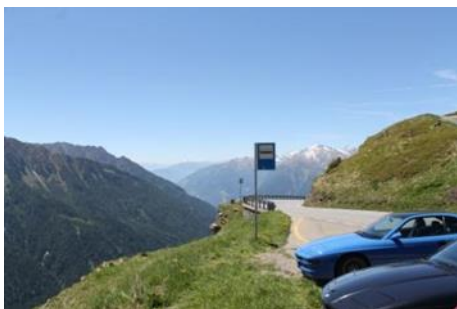
Had we not yet had a full agenda to fulfill, then we would certainly have descended into the details-it was nevertheless an extraordinarily nice experience.

E31 lake garda tour 2017

By Marc Jeron

...

On a whim-born tour of the Lake Garda there were five 8s, and suddenly there were six. On check-in, the family Hetterich, who was to be in Hungary at this time, suddenly stood next to us. On Lake Garda there is only one hotel!



Day 1

The arrival was on the 11th of June, this time over the Kochel-Walchensee, Zirlerberg, Brennerpass, Jaufenpass, Meran, Bolzano to Lake Garda.



Day 2

On the 12th of June we departed the hotel, and our first stop was the church "Ereno Di Montecastello". After parking was a small refreshment necessary to visit the Gotteshaus. Then we went to the

"Vittoriale Parco Regionale dell", where, in addition to a theater, a war ship was built in the slope of the mountain.



After a hot visit to the ship, we strengthened ourselves in the adjacent Trattoria and its wonderful vista.



Then we went along the Lago d'Idro and Lago di Ledro over the "Bond road" back to the hotel.



Quite an overhang...sure hope the rocks do not drop!



Day 3

On June 13th, Hubert took over the lead. Shortly after the start, the engines were not yet warm, Hubert wanted to go to Riva for a capachino, but this was rejected over the radio by all. We went on along the lake towards Malcesine, then turned left up the mountain for refueling and pizza.



The beautiful drive along the lake.



The Ultimate Driving Machine



Afterwards we drove over Lumini and Prada to the partly unspoiled part of the OFF ROAD 8er TOUR down to Castello to Malcesine. We followed along the lake back to the hotel.

Day 4

On the 14th of June, we made an excursion to the Sirmione peninsula for the 1000 Miglia exhibition.



After an enjoyable ride, we arrived in Sirmione, where we could park our six 8s and berth next to each other at the lake.



After visiting the inner city we also found the 1000 Miglia exhibition. Unfortunately there was no description, only photos. This was so exhausting, that Hubert had to

excavate the folding chair. Then we went back to the hotel.



Day 5

On the 15th of June everyone except for Hetterichs had to endure the beauty of the area for another day. Heinz and Simone had to drive to the next rally in the Schwarzwald, Lotte and Martin as well as Hubert had to drive home, and Claudia with our new club member Michael had to go to the meeting to Tiefenbach. Everyone had a wonderful time, and everyone agreed that we should do it again!



Official Photo, BMW AG

By Tim Meeks

...

I really love the orange ambient lights that are fitted to the E38 7-Series. They produce a very subtle wash of light over the centre console. My E31 suffers from the usual problems with the night-time illumination of the A/C panel and the centre vent controls. So, I thought I would kill two birds with one stone and modify the interior lighting so that I got an E38-type orange wash of light, not only for the warm glow, but to illuminate the controls as well.

Here are the results, it is very difficult to photograph the effect, but this is pretty close to what it looks like in the dead of night, achieved by using a 15-second exposure:



The picture shows that all the centre-console instruments are subtly illuminated so that it is easy to identify the controls at night without squinting at the dim back-lights. It is not bright enough to distract the driver at night and is very similar to the E38's ambient lighting. The Ambient lighting stays ON all the time except when the car is switched OFF and left for 16 minutes.

All interior lights are controlled by the General Module which turns off power (via a Consumer Cut-off Relay) to the dome-light after 16 minutes. This stops the interior lights being left ON and draining the battery. I have used this feature to allow the ambient lights to stay

ON until the GM removes the power after 16 minutes.

Right, enough talking, this is how I did it. I started by buying another dome-light to practice on, some 3mm orange LED's (standard 20mA/2.2V types), and a few bezels:



I removed the reflector from the back of the dome light, it unclips at the side and can be removed fully:



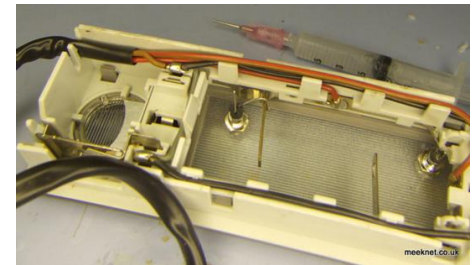
I removed the reflector from the back of the dome light, it unclips at the side and can be removed fully:



I then fitted the two bezels, they are secured by a nut at the back. The bezels come with a rubber stopper that goes over the LED legs to hold the LED. However, the soldering of the LED's to the assembly holds them securely in place.

The LED's have two legs, one is longer than the other, this is the Anode. Connect the

LONG leg to the copper-strip that holds the festoon bulb. I used a bit of wet-and-dry to key the strip and then soldered the leg:

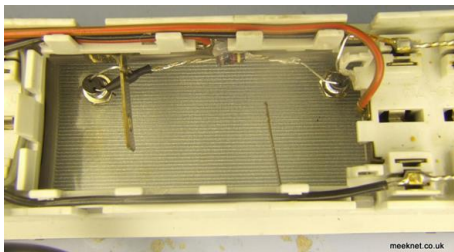


Note: If I were to do this again I would turn the LED 180 degrees so that the SHORT leg (Cathode) is closer to the edge of the housing - this would make the next stage easier. I stripped back the insulation on the BLACK wire and soldered the SHORT leg of the second LED to it:



I then soldered two 1K 1/4W resistors in parallel from the SHORT leg of the first LED to the LONG leg of the second LED. I put some insulation over the first LED's SHORT leg where it goes under the copper strip. If (as explained earlier), I had rotated the LED by 180 degrees this would not be required - and it would have been neater.





As shown above, I used RTV to secure the resistors to the side of the enclosure. I think I might do it a bit neater next time - but I wasn't sure the effect would be good enough and I was pretty sure that I would have to adjust the current through the LED's. But, the effect was perfect with the two 1K resistors (nominally 15mA with a 12V supply).

I refitted the reflector and fitted the dome light assembly back in the car. This is a daylight photograph:



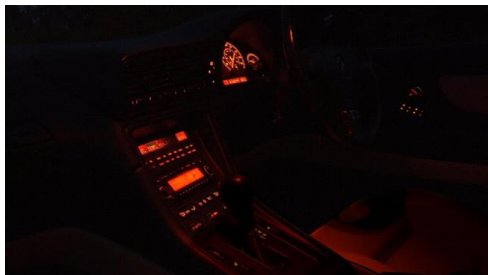
Night view from the driver's perspective and no back-lit controls (external lights off):



And the passenger's with the external lights off:

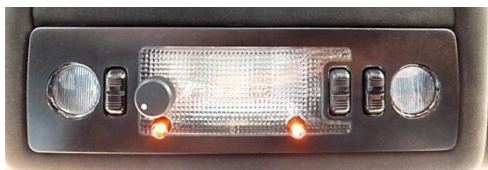


And finally with the back-lit controls on (external lights on):



I really love the results, it makes it so much easier to find the rotary controls for the A/C at night. It also illuminates the tray in the centre-console slightly so stuff can be fished from there without groping around. This has been my favorite modification so far.

All done, time for a cup of tea - well not quite - next is the Sport Model with variable lighting:

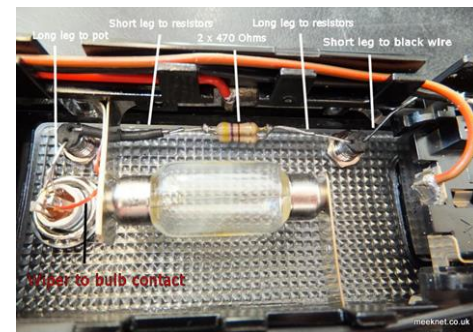


The Sport models have an anthracite (black-ish) headliner and recently I was made aware that there is a black dome light that suits it, so I bought one from BMW (63312259914) and decided to redo the ambient lighting. But this time I thought I would add a simple dimming control:

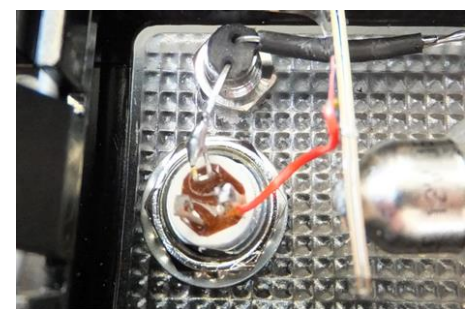


There are a couple of changes to the wiring as shown above. Instead of using two 1K resistors I have gone for 2 x 470 Ohm resistors to increase the brightness at the highest setting (Farnell 9338810). I have added a 1K linear pot (Farnell 1141617) to control the brightness. The

picture below shows that the wiring is mostly the same:



The picture below shows the changes to the wiring. The potentiometer is fitted so that the longer wiper terminal points towards the bulb. From this a red wire is connected to the adjacent bulb terminal. The CW terminal is connected to the long leg of the LED:



And that's it, it suits the headliner a lot better - and it's got a knob!



All done, time for a cup of tea!

Editor's Note: Thanks to Tim for his Tech Tips for the E31 NEWS. Tim graciously provides articles, and has many more tips at his website. Check it out here:

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



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