

E31news

THE INTERNATIONAL VOICE OF E31'S

BMW Car Club
of America
E31 Chapter



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E31 Chapter BMW Car Club of America

Chapter Officers *(please call between 7:30-10pm)*

President	pres@bmwccae31.com	
Henry Christoff	(BC, Canada)	604-787-7706
Vice President	vp@bmwccae31.com	
Joseph Hower	(California)	213-219-4773
Secretary	sec@bmwccae31.com	
Kirsti Christoff	(BC, Canada)	604-787-7706
Treasurer	treas@bmwccae31.com	
Jack Woods	(Massachusetts)	978-532-0266
Brands Manager	branding@bmwccae31.com	
Brian Diffenbacher	(Arizona)	949-636-0118
National Events Coordinator	activities@bmwccae31.com	
Michael Barrett	(Pennsylvania)	717-514-4003

Other

Webmaster	webmaster@bmwccae31.com	
Bob Bennett	(Florida)	813-787-8837
Newsletter Editor	newsletter@bmwccae31.com	
Roger Wray	(Florida)	352-223-2932
Membership Chairperson	membership@bmwccae31.com	
Kirsti Christoff	(BC, Canada)	604-787-7706

Regional Facilitators

Pacific Northwest	Tom "Wuffer" Carter	604-530-6609
Southeast US	Roger Wray	352-223-2932

Liaison: International E31 Groups and Enthusiasts

Roger Wray	bmwccae31@gmail.com	352-223-2932
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newsletter@bmwccae31.com

Club Address:

BMW CCA E31 Chapter
2350 Hwy 101 South
Greer, SC 29651

BMWCCAE31.com

Table of Contents

- *President's Perspective*
- *BC8s First WrenchFest of 2021*
- *SoCalEights attends Sterling BMW Bimmers and Bagels*
- *BC8s Breakfast & Coffee*
- *BMWCCA Outstanding Chapter Officer Award awarded to Roger Wray*
- *Vice President and Treasurer Elections Results*
- *E31 8 Series Year-to-Year Changes 1992 – 1997 a recap*
- *ADAC Safety Training – German Club*
- *Motorworld Meeting – German Club*
- *Siegerland Treff May 2021 – German Club*
- *Refurbishing Sticky BMW Trim Pieces*
- *2021 Chapter T shirts*
- *The E31 Chapter Apparel Store*
- *Chapter 2020 Financial Statement*
- *The Tail Lights*

2021 Upcoming Events

Check group contacts for the latest information

BMWCCA E31 Chapter	Bmwccae31.com
SoCalEights	socaleights@gmail.com
BC8s	hchristoff850@telus.net

- June/July (TBA)** – SoCalEights Social, Long Beach, CA
- July 11th** – BC8s Cars & Coffee at RX Autoworks, North Vancouver, BC
- July 17th** – WrenchFest. Wuffer's Garage & Spa, Langley, BC
- July 17th** – Wheels & Weisswürscht 2021 BMW Group Classic, Munich, Germany
- July 18th** – German Car Festival at Waterfront Park, North Vancouver, BC
- July 31** – Wheels & Weisswürscht 2021 BMW Group Classic, Munich, Germany
- August 1st** – Huntington Beach Concours d'Elegance with SoCalEights, Huntington Beach, CA
- August 7th** – SoCalEights Wrenchfest, Signal Hill, CA
- August 8th** – "BC8s Breakfast Club" Cars & Coffee. Tim Horton's, Surrey, BC
- August 18th** – Wheels & Weisswürscht 2021 BMW Group Classic, Munich, Germany
- August 22nd** – "BC8s Breakfast Club" Cars & Coffee, Tsawwassen Mills Mall, Surrey, BC
- September 2nd** – Wheels & Weisswürscht 2021 BMW Group Classic, Munich, Germany
- September 18th** – BC8s WrenchFest. Wuffer's Garage & Spa, Langley, BC



On the Cover: Roger Wray's ALPINA B12 5.7 (recently sold)

*By Henry Christoff
President, E31 Chapter*



Hello, E31 owners and enthusiasts! Summer is upon us. With people getting vaccinated and Covid-19 numbers trending downward, hopefully automotive events and attending them will be getting back to normal.

And, speaking of events.....Note that there are two major 2021 BMW CCA events in North America. Please mark your calendars and make an effort to attend if possible- sharing the E31 owner experience, of course!

O'Fest Forever – “Ultimate BMW Event” has been announced by the BMW Car Club of America. Dates: November 3-6, 2021. This event will be held in conjunction with the Hilton Head (South Carolina) Island Concours and the Legends of the Autobahn-East events. Your E31 Chapter Board is working to set up several E31 specific tie-ins to O'Fest and Legends. Here are a few of the suggestions received thus far: meet and greet the day before the event; casual dinner or meet up during the event; E31 parking together during events; and, parade of E31's on to show field or driving to events. Lastly, if you have an interest in attending either O'Fest or Legends of the Autobahn, please book your hotel early as attendance for both events will be high and hotel accommodations will go quickly! Registration for O'Fest will open soon. Check www.ofest.bmwcca.org/events for details and updates.

Legends of the Autobahn – West: Saturday, August 14, 2021 New location this year- held in the quaint Carmel Valley Village. This is always a massive BMW event – and not to be missed. Held during Monterey Automobile week, it's important to arrange hotel reservations ASAP if you plan to attend. Legends Registration opens June 16th at 11AM Pacific Time. For info: www.legendsoftheautobahn.org

Chapter Elections – We had one nomination for vice president and Jack Woods has indicated he would accept another term as treasurer if there were no treasurer nominations. As it worked out, there were no treasurer nominations. See the Chapter Elections update elsewhere in this newsletter issue.

As mentioned in my May “President's Update” to all E31 Chapter members, congratulations are in order to Roger Wray, one of our E31 Chapter founding members, former Chapter president, long time newsletter editor as well as currently holding the position of E31 Chapter Liaison to International E31 Groups and Enthusiasts. Roger has been awarded the 2020 Outstanding Chapter Officer award by BMW CCA. Look for the announcement and presentation photos in the next issue of BimmerLife magazine!

A handwritten signature in black ink, appearing to read 'Henry Christoff', written in a cursive style.

E31 Chapter News

E31 BC8s First WrenchFest of 2021

By Henry Christoff



BC8s WrenchFest – Saturday May 15, 2021

It was a fantastic day for the first WrenchFest of the season – sunny and warm temps! A total of eleven attended during the day with a total of eight E31's on hand. Ted brought his E34 Alpina B10 Bi-Turbo and Tim C. arrived in his '94 Bentley Continental R Coupe. More of a social event than a WrenchFest, some work did get done on cars.



A/C expert Martin, as John supervises

Ted removed aftermarket speakers from the rear shelf of his Alpina and Martin recharged the air conditioning on his 850Ci. The following people attended the WF: Glen, Peter, Vic, John T, Ted, Adam, Alex, Tim, Tom and Henry. Welcome new member Denys, who recently relocated to Canada from the Ukraine!



Wuffer (on left) with Denys & his son-



Ted in his Alpina, Glen, John, Adam next to his 8



E31 SoCalEights attends Sterling BMW Bimmers and Bagels

By Fern Mora
President, SoCalEights



We were invited to attend the Bimmers and Bagels meet at Sterling BMW in Newport Beach on Sunday May 23rd. For some of us it was an early rise since we had to drive 40-50 miles to be at Sterling BMW by 7:30AM. Sterling set up a parking location for SoCalEights so we wanted to make sure we arrived on time. It was the first time we have been invited to gather to a BMW meet since California shut down all gatherings. It was great met and viewing time we had since last year. The only gathering we have had was our Wrenchfest in February. There were about 75 to 100 BMW's in attendance at Sterling. There were OEM Bimmers and many modified there.

Gary Corcoran was the key contact person to arrange our attendance with Sterling BMW. He has attended the meets in the past and often purchases discounted parts from them through Chris a parts salesperson who offers our members great discounts on parts. Gary also helped to arrange special parking for our group. He is well known by Sterling and is a great ambassador for our club.



Driving down Hwy 1 was not without risk. There was police special task force who heard about the meet and moto police were working the highway pulling many BMW's and other exotic cars over to check for equipment violations. I was one of those unfortunate to be pulled over. However it was not a major issue I got a "fix it citation which is now done". Once that was over we proceeded to Proud Mary's in Dana Point Harbor for breakfast.



We had nine 8's in attendance which is a fair showing. Most of us spent the day looking and talking cars for the 2 hours of the meet. One thing is for sure all one needs to do is lift a hood of a V12 and you will draw a crowd for sure. Gary's CSI was a classic case of show and tell. We all stayed until the raffle was over they give out some great BMW products. After which we drove about 20 miles down Coast Hwy 1 with a great view of the ocean along the way



When we arrived we met Art Ford who was not able to make the meet at Sterling. After some wine, drinks, food and lots of cheer we left Proud Mary's for our long drive home. It was a beautiful drive back up the coast.



E31 BC8s Breakfast & Coffee

By Henry Christoff



With British Columbia provincial health guidelines for outdoor group socializing slightly relaxed, the BC8s Breakfast Club Cars & Coffee event was held at the Tsawwassen Mills Mall parking lot- near the Winner's store entrance on May 30th. Although slightly overcast in the early morning with cooler temperatures, these BC8s owners attended: Martin (BMW Individual) 1996Ci, Jason (BMW Individual and original owner!) 1996 850Ci, Tim C 1991 850i, John T 1991 850i, Glen 1997 840Ci, Henry 1991 850i, Wuffer 1991 850i. In addition to the great turnout of seven E31s, Steve K attended with his 2015 white on red M4 as his silver E31 was still in the body shop attending to the last of a repaint.

A fantastic turn out of pretty cars considering this event was very last minute, with less than a week notice given. From the photos you can see there were a variety of colors, and interestingly, there were no silver cars this time! We heard stories as expected, like Jason's car that he purchased From Vancouver Auto (now known as The BMW Store) in 1997 as a left over 1996 (BMW Individual) model.



It was great to see Tim's E31 at an event. Steve showed everyone photos of his E31 in the body shop getting some body issues addressed and fresh paint. There was discussion about the drive to Harrison Hot Springs that hopefully we can do in June. John T promised to bring his accordion, if the drive to Harrison actually happens this year! The Harrison drive was cancelled last year due to Covid 19 restrictions. As Covid 19 infections and hospitalizations decrease, hopefully we can return to our full schedule of events in the coming months.



Glen's black 840Ci, Wuffer with his 850i, Henry's 850i and Martin's 850Ci –



From left to right: John T, Martin, Tim C and a row of E31s



Factory Sport Seats and Phone



Stay tuned for updates! - Henry

E31 BMWCCA Outstanding Chapter Officer Award awarded to Roger Wray

*By Henry Christoff
BMWCCA E31 Chapter President*

Congratulations are in order to Roger Wray, one of our E31 Chapter founding members, former E31 Chapter president, long time newsletter editor as well as currently holding the position of E31 Chapter Liaison to International E31 Groups and Enthusiasts. Roger has been awarded the 2020 Outstanding Chapter Officer Award by the BMW Car Club of America.

The E31 Chapter was the very first "non-geographic" BMWCCA Chapter. Two guys were key and responsible for making this happen: Steve Cohen, a popular E31 owner and enthusiast on the west coast (also was an E9 owner at one time), and Roger Wray (also an E9 owner at one time) a popular E31 owner and enthusiast on the east coast. Roger and Steve were pals, and mutually thought a non-geographic Chapter or Special Interest Group for E31 owners was a great idea. This concept of a non-geographic Chapter was floated to the National office, and was received with some hesitation. Roger, as a former President of the CS E9 Register and who knew the political workings at National took the reins to prove a non-geographic Chapter could work. After about a year, a lot of hard work coupled with some very large hoops to jump through, the National office gave their approval.

Announced at the 2013 Left Coast 8-Fest 10th Anniversary, an E31 only event that had been spear headed by Steve Cohen, the exciting news of a new E31 Chapter was released to the E31 community, with Steve and Roger the founding fathers. Now, all that needed to be done, was create a Chapter board and round



BMWCCA Executive Director Frank Patek, and Roger

up some Chapter members! Today, there are four additional non-geographic BMW CCA Chapters: 2002 Forever Chapter, E30 Chapter, M Chapter and X Chapter. Roger and Steve were the pioneers who paved the way!

Roger purchased his first E31 in 2004 after retiring from 27 years in the Navy. Previously, Roger was the Registrar and President of the CS REGISTER, the BMWCCA Special Interest Group for E9 Coupes in the 1980's. His E9 3.0 CS was nicknamed "Elvis" by his local BMWCCA Chapter in Jacksonville, Florida, because it was so rarely seen. His 1973 E9 only had 27,000 miles, and

only came out of the garage on nice days, when it was sunny. After selling his E9, Roger realized that he missed the BMW large coupe experience, and purchased his first E31 in 2004 in Albuquerque, New Mexico, and drove it home to Florida. Since that time he has owned several E31 8 series, including an ALPINA B12 5.0 which was displayed in the BMW museum in Spartanburg, South Carolina, and an ALPINA B12 5.7 he purchased in Latvia in 2014, and restored over a 4 year period, which he recently sold.

Roger, and his wife Marcia, currently own and are restoring a 1994 850 CSi, which is the actual automobile Car & Driver did their Road Test Article introducing the 850 CSi in 1994. Again, congratulations to Roger on being awarded the 2020 Outstanding Chapter Officer award, and for his service and dedication to E31 Owners everywhere and particularly the BMWCCA E31 Chapter.

E31 Vice President and Treasurer Elections Results

*By Henry Christoff
BMWCCA E31 Chapter President*

TO: BMWCCA E31 Chapter Board and E31 Chapter Membership
FROM: Henry Christoff, President BMW CCA E31 Chapter

RE: 2021 Elections: Nominations for E31 Chapter vice president and treasurer

There was one nomination for Chapter Vice President (Joe Hower) and one nomination for Chapter Treasurer (Jack Woods) by the nomination deadline date of May 31st. Acclimation for acceptance of these two nominations as board members was accepted by the E31 board on June 9th, with their Chapter duties to commence August 1, 2021.

Vice President: Joe Hower is a 20+ year BMW CCA member with dual memberships in the LA and E31 Chapters. His first BMW was a Calypso Red E36 and he has owned an E46, M240i and presently owns an E39 M5 along with his 1991 Brilliantrot 850i 6-speed. Oh, and his wife is on her third X3. I feel that Joe will be an asset to our Chapter board.

Treasurer: Jack Woods has been our Chapter Treasurer for three years. He has served as the Boston Chapter Treasurer for over 13 years. A long term BMW enthusiast and BMW CCA member, it is an honor to have Jack remain as our treasurer for another term.

Joseph Hower – Vice President
Long Beach, California.



My name is Joseph Hower, and I am a Principal and Vice-President – Mechanical Engineering for Ramboll US Corporation. I have been a BMW CCA member for over 20 years, and am a member of the E31 and Los Angeles chapters. I have been more active with the E31 group, attending the Vintage and Wrenchfests. I look forward to giving back a bit more to the E31 community.

My first BMW was a Calypso Red E36 325i, which I drove 169,000 miles. I have also had an E46 330i, an M240i, and now have an E39 M5 and my beloved 1991 Brilliantrot 850i six-speed. My wife is on her third X3. I love driving and working on these Ultimate Driving Machines

Jack Woods – Treasurer
Peabody, Massachusetts



My name is Jack Woods from Peabody, Massachusetts and I am the treasurer of the E31 Chapter of BMW CCA since 2018. I am also the treasurer of the Boston Chapter since 2008. My BMW's include a 1995 M3 track car, 2004 330CICA, 2007 530XI and a 2016 328 GT.

The BMW that you will be most interested in is a 1992 850i, V12, 6 speed in Laguna Green with Parchment. I am the third owner of this vehicle that has 108,000 miles on it, has always been owned in Massachusetts and always garaged and off the road in winter.

E31 8 Series Year-to-Year Changes 1992 – 1997 recap

By Jud Spencer
Source: BMW NA

Here is a list of running changes for North American E31 8 Series automobiles. Compiled by Jud Spencer, and documented through BMW North America.



1992 850i

- Optional Electronic Damping Control gained a more pronounced differentiation between its Comfort and Sport modes.
- Phonebook scroll feature - cell phone's stored numbers, place a call, or end a call.
- New remote Alarm System
- Seat heating controls moved from seat to console
- Auto-ventilation option available

1993 850Ci

New Designation: from 850i to 850Ci (Coupe Injection)

Standard Equipment:

- Automatic Stability Control Plus Traction (ASC+T; was optional)
- Shift lock for automatic transmission – now requires that selector be in Park before ignition key can be removed. Continues to prevent shifting out of Park or Neutral unless engine is running and brake pedal applied
- Passenger's-side airbag; Supplementary Restraint System (dual airbags now standard)

- Newly designed automatic dimming inside rearview mirror (sensitivity adjustment now automatic)
- More deeply gathered leather seating upholstery
- Upgraded materials textures throughout interior and trunk
- Upgraded carpeting
- Bird's-eye maple interior trim
- New center-console design
- Chrome inside door handles and door sills
- Upgraded trunk lining
- Split fold-down rear seats
- Trunk-to-interior pass-through and ski bag
- CFC-free refrigerant in air-conditioning system
- BMW Maintenance Program



1994-95 840Ci – 850Ci – 850CSi

All E31 Models

- New ABS 5 antilock braking system (refined ABS operation, integration of All Season Traction system, reduced weight)
- ASC+T system renamed All Season Traction; standard in all models
- New front spoiler design (different designs for 840/850Ci and 850CSi)
- New Keyless Remote Entry Security System with controls in head of master key
- Driveaway Protection
- For 1994: 10x25-watt (250-watt maximum power) audio system replaces former 4x25-watt (100-watt) system; 12 speakers retained
- For 1995: 10x20-watt audio system (new rating for 1995 Anti-theft audio system with 12 speakers The 8-Series audio system has equalization custom-tailored to its interior, and 12 speakers. 10 channels of amplification at 20 watts each mean 200 watts of total power. Please note that this differs from the 250 watts quoted in 1994, which was a maximum power rating. The new rating is quoted at 10% total harmonic distortion (THD) and is by definition a more conservative figure. The system has not changed since 1994 models were introduced.)
- Diversity antenna system

- New exterior colors:

o Added New Colors for all Models:

- Bright Red (314)
- Orient Blue (317)
- Oxford Green (324)

o Added New Colors for 840Ci ONLY:

- Artic Silver (309)
- Cosmos Black (303)

o Deleted Colors for All:

- Brilliant Red (308)
- Laguna (Lagoon) Green (266)
- Glacier Blue (280)
- Mauritius Blue (287)

Specific E31 Models Changes

840Ci (1994-95 model)

- 4.0-liter DOHC (4-cam) 32-valve V-8 engine
- 5-speed electronically controlled automatic transmission
- Side directional lights on front fenders
- New steering-wheel design, similar to that in new 7-Series except without audio/cruise/phone controls; diameter increased from 385 to 395 mm (15.2 to 15.6 in.)
- BMW Cellular Phones, CD player and BMW Maintenance optional

850Ci (1994 model)

- 4-speed electronically controlled automatic transmission only
- Aluminum front brake calipers
- Bird's-eye maple interior trim

850Ci (1995 model)

- SOHC 5.4 liters V-12 engine, 322 hp
- 5-speed automatic transmission with Steptronic and Adaptive Transmission Control
- Dynamic Stability Control
- Power lumbar support on both front seats
- Automatic recirculation control
- Refined security systems.

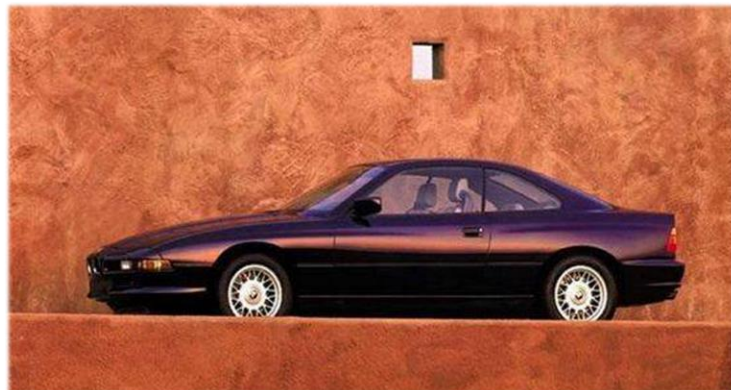


850CSi (1994-95 model)

- New model, developed by BMW M (formerly BMW Motorsport)
- Larger V-12 engine: 5.6 liters, 372 hp, 402 lb-ft. torque
- Variable Throttle Linkage
- Variable rpm limiting
- All Season Traction plus 25% limited-slip differential
- Sports-calibrated Servotronic (vehicle-speed-sensitive) power steering
- Lowered and specially calibrated BMW M suspension

- Aluminum front brake calipers
- Wider tires and wheels, different front and rear sizes, unique wheel design
- Specially designed front and rear spoilers
- Four round, polished exhaust outlets
- Premium Yew wood interior trim
- Specially calibrated instruments with red pointers

1996-97: 840Ci – 850Ci



All E31 Models

- Electronic Damping System (electronically controlled suspension system) newly standard; updated technology, functions basically unchanged (optional on 840Ci)
- Automatic-locking retractors on passenger seatbelts to accommodate child restraint seats
- Servotronic power steering: vehicle-speed-sensitive variable power assist (which appeared on limited-production 1994-95 850CSi) replaces former engine-speed-sensitive system. Reduces parking effort without any negative effect on road feel.
- Exterior colors; all 8 colors were offered on both 840Ci's and 850Cis.

o Added New Colors for both 850Ci and 840Ci ONLY:

- Artic Silver (309)
- Cosmos Black (303)

o Deleted Colors for All:

- Diamond Black (181)
- Sterling Silver (244)

840Ci (1996 model)

- 4.4-liter DOHC (4-cam) 32-valve V-8 engine, 282 HP
- 5-speed automatic transmission with Steptronic and Adaptive Transmission Control
- Dynamic Stability Control
- Forged-alloy wheels are the only factory option available

840Ci (1997 model)

- Scheduled maintenance for 3 years/36,000 miles included; upgrades to scheduled maintenance for 4 years/50,000 miles or full service for 3/36,000 or 4/50,000 available

850Ci (1997 model)

- No changes for 1997

*ADAC safety training in April in Leonberg
By Daniel Wäschle*



8er Freunde Schwaben

In times of Cortona it is not easy to plan an event. But, at the last minute we were able to attend ADAC training despite the COVID restrictions. On the 17th of April the time had come. We got 7 places at the last minute. When we announced the event in the forum, the places were taken very quickly.

The cars had to accelerate up to 70 km/h (42mph) and then make a full braking stop. It was a challenge for the technique of our oldtimers. We would never torture our car like this in everyday life!



There were many runs, always full in the brakes. All 8s have technically held out with no issues or problems. The clean rims were then completely black.

Station 1: Full Brake

The day started at 8 o'clock with introductions and a safety review. After a briefing, the training started. The training was divided into four groups. We started with the exercise full braking.



The braking station took 2 hours. During the passage there was discussions and instructions/tips from the trainer after each pass. We start slowly, and ended fast with 70km/h.



Station 2 : Circuit

In the circuit, the cars had to accelerate until the car started to lose traction and drift to the outside. If the car then no longer

remained in the lane, you had to countersteer and brake to catch the car again.



Here, too, there were several runs. Each time you were encouraged to drive faster and faster. It's funny to drive your car in such borderline situations. On the last lap, we had to brake hard. The car kept perfectly on track.



At 12 o'clock there was a one hour lunch break. There were many conversations between all the participants. Many admired our 8s, with conversation often coming up that not often are such great cars seen on the track.

At 1 p.m. the lunch break was over, and we could hardly wait to get back to work.

Station 3 : Sliding and skid control

Two stages were run on the skidding course. Stage 1 was the full braking and the car should come to a stop in front of a water column. Unfortunately, this was not so easy. The 8s, which had winter tires on them, were better. But all of them spun at

the beginning and all of them drove through into the water tower. After several rounds and experience, we all became better at controlling our cars.



The second stage was the skid training. The car was pushed at the rear axle in a random direction. You then had to catch the car and bring it back to the straight run-out. The 8s just skidded, once in a circle - again and again and again!

One of our 8-series drivers the license permit was out and he had to participate with his X5. The speed into the waterplate was between 35 – 45 km/h





The last Station : brake and avoid



In this station, the driver drove at more than 50 km/h into a chicane where he had to brake and then safely avoid the next chicane. The speed was increased every lap, so that we entered the chicane at 70 km/h at the end. Here, the tyres and the brakes were again very stressed.

The end... at 3pm it ended. After a short briefing, we took a group foto of our cars.



After the event, some went to the nearby McDonalds and had a Corona conform lunch on the parking lot. A beautiful day came to an end, no raining and we had a lot of fun, a perfect 8 fan day.



International member Thomas Merali's 850. Photo from the 2020 E31 Chapter Photo Contest

By Daniel Wäschle



8er Freunde Schwaben

In the Corona times it is certainly not easy to organize a meeting. Dieter Leibach had called for a small meeting on the occasion of a special exhibition in the Motorworld in Stuttgart. From 5 initial registered participants, we ended up with almost 20 vehicles in the end.

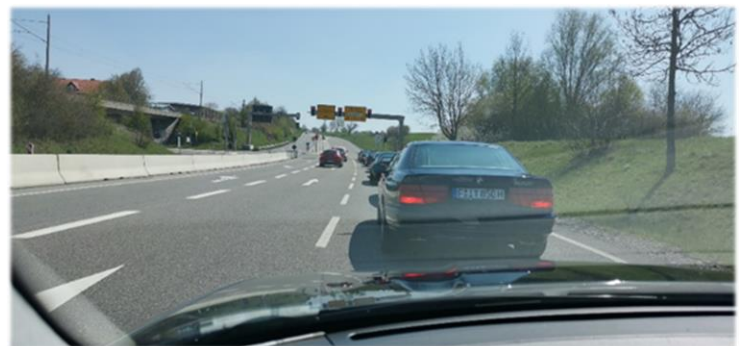
On Sunday at 12 o'clock we met on a remote parking lot in order not to get so much attention. Little by little all participants arrived. Many of them came from far away and had almost 3 hours travel time.



There were also special vehicles, like this one from Dieter from Kelttern, who brought a fully restored Alpina in the best condition.



When we were all together, we departed for Tübingen in a convoy at around 12:30 p.m. As always, it is a challenge to keep such a group together.



In Tübingen, it happened. As we drove through the city center, there were of course the many wanting to see our 8s. Unfortunately, an 8er had to leave because of clutch problems, but he still got home well (8er drivers are just tough). However, it could not be avoided that we got separated in Tübingen. The group met at 14:15 again at the Motorworld. We were able to park right in front of the museum hall.



It was also a highlight for Motorworld guests. It's always a feast for the eyes when our lineup of 8s stand there like that. Then

the reflection in the window. That was something.... and the weather, a dream.



Then, it was rather incidental, to walk through the Motorworld and look at everything. One has to see it once. The special exhibition was closed, but the cars could be viewed through the window. A guided tour would certainly have been great, but we were still very satisfied.



However, our place was in the parking lot. There were many conversations with other visitors. Coincidentally, another 8 owner showed up. He was completely surprised with his red 850i, and so he parked with us. He was happy not to be alone! Around 15:30 the journey to the tower began. On the route was a remote bakery, where we could grab a bite to eat.



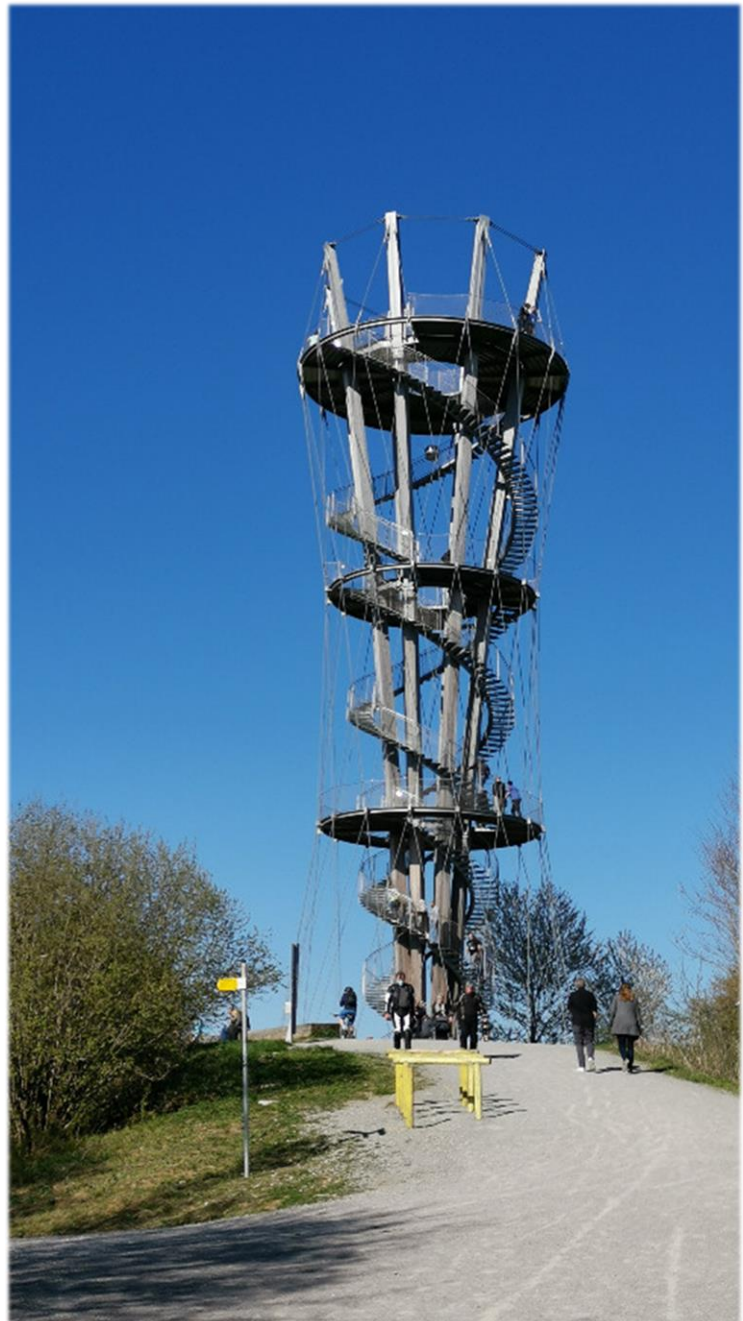
A little bakery brake

This stop again offered us a chance to exchange ideas over a coffee. The planned short stop it became almost 45min. But that's what such days are for! Since it was getting late, most left us departed for home.

With a hand full of dedicated drivers, we departed in the direction of Schönbuch tower. On the way, and to our dismay, a dying 8er was sighted.



After looking at the poor car we drove on and after 30 minutes we arrived at the Schönbuch tower.



After we arrived we had to walk 15min, then we could visit the beautiful tower and enjoy the view over the great region in the best weather.

A last photo of our remaining troop



After the descent from the tower, we then all parted ways for the trip home. I thank Dieter Leibach for the great organization and route planning. I was very happy about the response. From an initial handful of cars, we ended up with 20 beautiful E31s.

We had a really great day together. Despite long journeys, everyone was looking forward to the next meeting. And it is almost certain that the weather god is a fan of 8-Series



Dieter Leibach, the organiser



Matt DiGregory's Beautiful 850 CSi. Photo from the 2020 E31 Chapter Photo Contest

By Daniel Wäschle



8er Freunde Schwaben

In april there was a spontaneous idea to organize a meeting in Siegerlad. As with all our meetings, it was a spontaneous idea of a few and then the number of participants exploded.



The Siegerland is a special region in Germany, which offers a lot of nature and historical locations. There are many sights, three of them we chose to visit with our 8-series friends. The 8-series drivers from the south started their journey at 4:30 in the morning. The meeting point was at 9:45 in the historic town of Freudenberg in the "Alter Markt" district. In the parking lot there were first conversations about the journey and the participants got to know each other. As at all meetings, they cannot go without opening the hood of a car to talk about the latest repairs.



At 10 o'clock we started on foot to visit the small part of town. Beautiful little streets with great buildings were to be seen everywhere. Unfortunately, all the caffees were closed because of Corona, we would have loved a coffee in this great city.



At 11 o'clock, after a comfortable walk we drove to our second location. Wet went in a column through the Siegerland. The leader of the group's 8-series car was in for repair, and he was there with his Kia Cona. So it happened that we drove with 18 8-series cars behind a Kia Cona!



It was still Corona time and we had to watch our distance and masks. Outdoors this was not always necessary, the weather was so stormy that it blew the masks off our faces.



After parking our cars we started our short walk to the "Ginsburg" - a 10min forest walk. After we enjoyed the great

view on the tower, we went back to the parking place. A short souvenir photo, then we could start our motors again and start our tour to the third location. On the way we stopped at a parking place to take a picture of our car group. It was a great picture, even for the passing cars that often honked. Everyone was happy about our great 8 fleet.



It was a great day, the weather held, and there was very little rain. We met many new 8-series drivers and will plan another meeting in this area in 2022.



It was now 4o'clock pm and we left for home. Some of the drivers drove home for 3.5 h to the south. The last driver reach his hometown at 8o'clock pm. I drove today over 1000km with my car. It run's great. And i reach the 210k mark without any problems...

Since all the restaurants were closed during Corona time, we had to eat at McDonalds in the parking lot. Then the last location to see, a dam for power generation and drinking water supply. A significant dam and a beautiful lake for a leisurely walk. But not for us... We collected for the end and had ice cream.



Daniel the organizer.

Thanks to all who came and participated in the meeting. In the Corona time a great time.

E31 Refurbishing Sticky BMW Trim Pieces

By Roger Wray

Many manufacturers beginning in the 1990's used a technique on interior plastic trim that included coating plastic pieces with a rubberized coating material. It was the opinion at the time that this gave the plastic trim a more "refined" soft feel. Fast forward now 20 to 30 years later, many of these interior pieces are now becoming sticky – some to the point that if you are not careful, you can actually leave your fingerprints on the pieces.

BMW was one of those manufacturers employing this process. As our cars age, many interior trim pieces are becoming NLA. This is true with the seat base plastic pieces on the E31. During my restoration process on the CSi, I recently pulled the seats to clean the carpets and redye the seats while restoring the interior. Once the seats were removed, it was evident that the plastic pieces had become sticky and required attention.

I searched parts availability, and most of the affected pieces were NLA. Previously I had watched video's of Ferrari interior pieces being refurbished due to this same sticky issue. After reviewing several different techniques, I decided to tackle the problem and restore the pieces. From my research, there are basically two outcomes one can end up with. Both involve stripping the sticky surface material without damaging the underlying plastic base. This is followed by thoroughly cleaning and refurbishing the surface. The final surface coating can either be another rubberized "soft touch" coating, or simply painting the surface. As I did not want to ever go through the process again, I opted to paint the pieces.

As previously mentioned, the goal of stripping the sticky surface off the plastic pieces is to remove the sticky coating without harming or damaging the underlying plastic piece. After researching multiple articles and videos, the consensus was to use Mineral Spirits Paint Thinner. To test the method, I used the front trim that holds the front seat pocket. The leather pocket hides most of the piece, and my reasoning was that if the process did not work as planned, I could hopefully hide anything I messed up! First, several coats of the thinner were brushed onto the piece.



Then after having time to soften the sticky surface (about 5 minutes), a putty knife was used to carefully scrape off the softened material. One has to be careful, as the plastic pieces on the E31 are textured. Originally I thought the texture was in

the applied surface, but it is actually part of the underlying plastic piece. The stuff is not easy to get off. But after multiple scraping and reapplying the paint thinner, most of the material came off.



The sticky material coming off

Next, I used a coarse steel wool. I first attempted to use finer grades, but they were abrasive enough to remove the remaining material. You must be careful to not use too much force and damage the plastic. Combined with the steel wool, I used a wire brush – again not too harshly. Using the front piece allowed me to figure out how much force to apply to remove the residual sticky material but not damage the plastic.



Coarse Steel wool

After I believed I had removed all the material, I thoroughly washed the piece in water with Dawn detergent. I then let the piece dry in the sun. What this reveals is any areas with residual material left on the plastic. More paint thinner and the steel brush took care of any remaining material. A second wash and dry showed a clean surface without any traces of the sticky material.



The cleaned and stripped plastic front seat panel

Now, it was time to finish the cleaned plastic piece. As previously mentioned, there are two paths one can take at this point. If one desires that “soft touch” feel, then many recommend using Plastic Coat paint. I chose the other path – to paint the seat base parts. The paint I chose was Black Trim Paint by SEM. It is a good match to the original black BMW color, and I would never have that sticky issue again. Plus – it’s a seat base. You don’t rub your hands over it all the time anyway, so I wanted something durable and lasting.



The painted and textured seat panel (sunlight makes it look gray in the picture – its black)

Over years, I have developed my own method of painting and adding texture. After using the front piece as my experiment to make sure I could recreate the texture on the original pieces, I proceeded to strip all of the seat base pieces, and follow the same process I completed on the front piece. Paint and texture was applied to all 10 pieces.





The finished passenger seat base pieces

I am happy with how the process turned out. Be advised that this is no fast fix. The 10 plastic seat base pieces took me between 5 – 6 hours to complete. Cleaning the sticky surface off the complex curves of the seat base pieces requires time and patience, and is a messy process. Remembering that the outcome depends on how well the base plastic pieces are stripped, cleaned and prepared before resurfacing requires a lot of effort. The results were well worth the effort, and in light of the fact that these pieces are NLA, one can also say “priceless”!



E31 Official 2021 E31 Chapter T-Shirts are Now On Sale

2021 brings a new year, and along with that, the E31 Chapter now has released the 2021 E31 Chapter T-shirt. Available in white in both short and long sleeve T-shirts, the new design features our official BMW CCA logo on the front, with the back featuring an outline of the E31 and models produced. Ordering will be available the middle of January, 2021. Pricing will be \$14.95 for M-XL, and 16.95 for XXL. Long sleeves will be \$17.95 for M-XL, and \$19.95 for XXL. A new year brings new swag! Order yours today! Check out the BMWCCA E31 Chapter Apparel store for ordering information: <https://bmwccae31.qbstores.com>, and click on “Shop by Logo”, then “Blank Items”.



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



Be sure to visit our Chapter Apparel Website:

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

<https://bmwccae31.qbstores.com>

By Jack Woods
Treasurer, BMWCCA E31 Chapter

Balance Sheet

<u>Assets</u>	
Cash in Bank Account	3301.13
inventory	0.00
Equipment	0.00
Accounts Receivable	0.00
Prepaid Expenses/Deposits	0.00
Other Assets	0.00
Total Assets	3303.13
<u>Liabilities & Equity</u>	
Accounts Payable	0.00
Other Liabilities	0.00
Equity/Retained Earnings	3,763.00
Net Income (loss)	-462.28
Adjustments to Retained Earnings	0.41
Total Liabilities & Equity	3,301.13

Income Statement

<u>Income</u>	
Membership Dues	0.00
Rebates from National	804.32
Advertising Revenue	0.00
Merchandise Sales	515.58
Interest	0.00
Driving School Fees	0.00
Autocross Fees	0.00
Other Event Fees	0.00
Misc./Other Income	100.00
Total Income	1,419.90
<u>Expenses</u>	
Newsletter Costs	0.00
Postage	106.00
Telephone Expenses	0.00
Insurance	0.00
Driving School Expenses	0.00
Autocross Expenses	0.00
Meeting Expenses	0.00
Other Event Expenses	0.00
Misc./Other Expenses	1,776.18
Total Expenses	1,882.18
Net Income (Loss)	-462.28

By Roger Wray
Editor, E31 NEWS



It is with some sadness that I write this edition of the Tail Lights. As many of you know, I recently sold my ALPINA B12 5.7 this spring to another BMW enthusiast. It's picture is on the cover of this edition. The sale came out of the blue and was unexpected, but knowing that it would be going to one of the best homes possible, I reluctantly sold what Marcia had named "*The Alexpensive*". After purchasing the car in Latvia in 2014, I spent almost four years restoring it to its current state. Due to the CORONA Virus, we only were able to show the car once in 2019 at Sharkfest. We were blessed to win "Best In Class" in the Concours, "People's Choice Award", and "Best In Show". The trophies are prominently displayed along with our other BMW memorabilia. With the recent increase in values of the ALPINA B12's, it got to the point I was almost paranoid to drive it with all of our Snow Birds here in Florida. The man that rents the storage space next to mine recently had his Mustang Shelby out for a drive, and had someone pull into him resulting in over \$60,000 in damages. Fortunately, he was able to repair the Shelby.

But, we are not 8er-less. The restoration continues on CSI #18. It is the actual car that Car & Driver Magazine did their road test article on in 1994. I recently tacked the interior, and the enclosed article documents the restoration of the seat base plastic parts. These are NLA from BMW, and have a tendency to get sticky over time. It is not an issue unique to BMW's. Other manufacturers have the same issue with their cars from the 1990's and 2000's.

As vaccines continue to roll out, E31 enthusiasts are coming out of hibernation and getting together once again. SoCalEights, BC 8's and others are enjoying the comoradory with other E31 owners worldwide. Hopefully this trend will continue, and we can all experience the joys of ownership of our 8s.

If you attend a meeting, document it and send the information to me for inclusion in the E31 NEWS. Enjoy your 8 – they love to run. Always remember – it is the cars that bring us together, but it is the people that make us who we are. Have a wonderful summer!

Roger

MORE SMILES PER HOUR.



**BMW Car Club
of America
E31 Chapter**



**BMW CCA E31 Chapter
2350 Hwy 101 South
Greer, SC 29651**