

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**

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2021 Upcoming Events

Check group contacts for the latest information

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

November 3-6 – O'Fest Forever

Hilton Head, SC <https://ofest.bmwcca.org>

November 27 - XXXVI. Münchner Stammtisch

Munich, Germany [Wolf850 @ 8er.org](mailto:Wolf850@8er.org)

December 19 – SoCalEights Holiday Party

Long Beach, CA socaleights@gmail.com



On the Cover: E31's invade the city center in Treviso, Italy
During the BMW E31 Club Italia meeting in September 2021

*By Henry Christoff
President, E31 Chapter*



Greetings all E31 owners and enthusiasts! Fall has arrived for those of us in the Northern Hemisphere and spring for those in the Southern Hemisphere. It's a perfect time of year to enjoy motoring in an E31 8 Series. Personally, I recently installed new TRW brand front struts and rear shocks on my Calypso Red E31. I must say what an improvement over the originally fitted struts and shocks from December 1990 which had 160,000 kms (99,000 miles) on the clock. Just in time for some great fall drives in British Columbia where I live.

Reminder! There are two major BMW events in North America which are fast approaching. Check the E31 Website events page for more details! Please mark your calendars and make an effort to attend if possible- share the E31 owner experience.

A couple weeks ago I received the Fall/ Winter 2021 edition of BimmerLife Magazine. I'll be the first to admit, when BimmerLife Magazine was announced, I was a skeptic. Why create a separate BMW CCA magazine to Roundel? Now, after receiving several issues, I am pretty pleased with what I see and the work of BimmerLife features editor, Jackie Jouret and creative director Len Rayburn. I like the large format and how the magazine is divided into features and Chapter News & Events. It's a monumental job to produce a magazine. I'd just like to say "good job" to everyone on the BimmerLife staff.

And speaking of the recent issue of BimmerLife – if you have not already, check out the E31 Chapter News & Events page. Our newsletter editor, Roger Wray, did a super job on the new era of E31 enthusiasts. I've said this before, we are lucky to have Roger as our E31 News editor. I always receive positive comments from E31 owners/enthusiasts about the quality of our newsletter: The E31 News - "International Voice of E31s."

Last item- The look of the BMW CCA E31 Chapter logo will undergo an update to coincide with the new BMW Corporate branding initiative for club logos. Our original "tri-color E31" will not change and will fit nicely into the new look of the Chapter logo- with the BMW Roundel located above our E31 logo/art. I have seen the new design "mock-up" and it is visually appealing. The new artwork is expected to be released by National in a couple weeks.

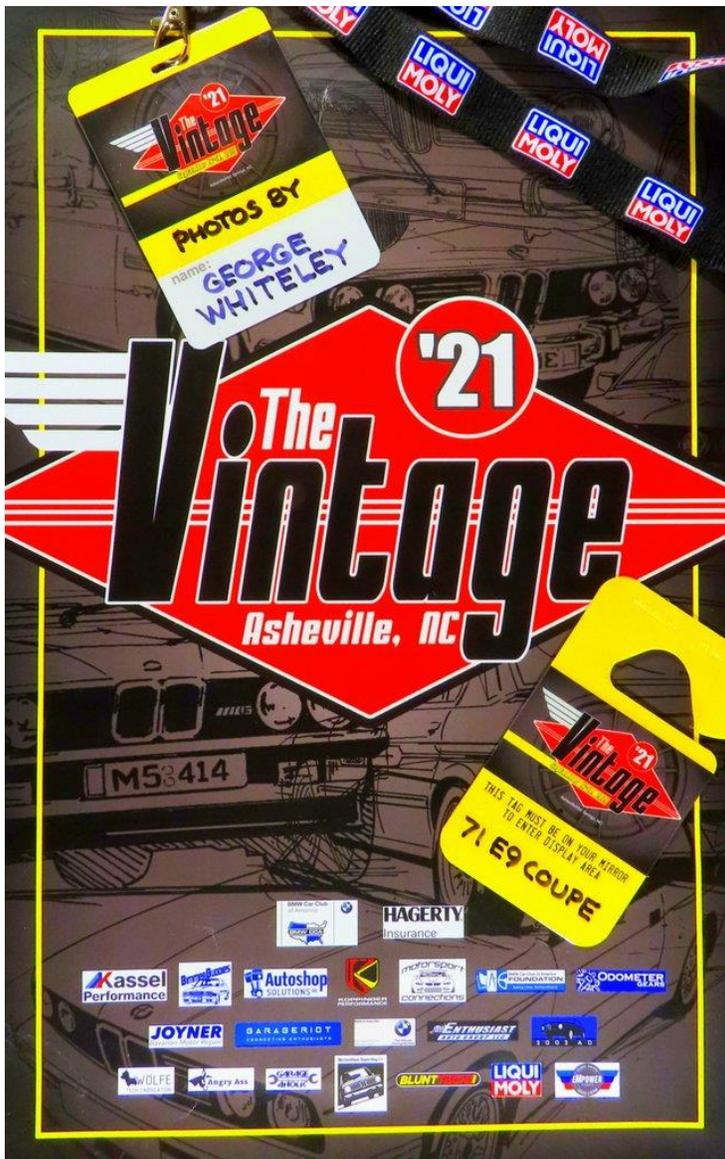
A handwritten signature in black ink, appearing to read 'H. Christoff'.

E31 Chapter News

E31 The Vintage Victorious

Story and Photographs by George Whiteley

Finally... Scott Sturdy and his crew pulled it off and another mega-gathering of classic BMWs is history. Covid-19 has affected all of our lives and car shows were no exceptions. After a couple of disappointing delays and frustrating changes of dates and venues The Vintage, 2021 happened in Asheville/Hot Springs, North Carolina the weekend of September 17-19. Usually The Vintage is held the weekend before Memorial Day, but Covid changed all that in 2020, and unlike the insidious virus that has impacted so many lives, Mr. Sturdy beat the odds and came out a winner with a long overdue, but successful showing of some of the finest pre-1990 BMWs in the country.



The weather forecast was iffy for those traveling from afar to Asheville and the Clarion, the host hotel. The remnants of slow-moving, Hurricane Nicholas was passing through the area. Old



BMW's and rain just don't mix very well as many silently rust at the sheer thought of getting wet. The featured BMW this year was the E-9 coupe perhaps the most notorious of BMW's infamous rust-buckets. No doubt due to the weather and rescheduling's the overall participation seemed down a bit from last year's record number of registrants. But, with that said the faithful still braved damp rides and the attendance was far from lackluster. Perhaps most notable was the largest showing of the rust-prone, but beautiful e9 coupes ever assembled at The Vintage.



Due to the efforts of Gary Beck along with Scott Sturdy, a record baker's-dozen, 13 shiny coupes proudly presented themselves with their owners on Saturday's show field adjacent to downtown Hot Springs.

Your author nervously drove his 50 year old blue e9 coupe braving the rain to The Vintage after a rocky start from home in the north Georgia mountains. My wife, Sue and I were honored to be a part of it all and were glad we made the trek to join our fellow coupe owners.



The weather on Friday was extremely humid, with off and on downpours—fairly typical of summer in the South, exacerbated even more so by the remnants of Nicholas. Fortunately for us the trip was only two and a half hours but others slogged through hundreds and even thousands of miles to reach The Vintage. After a late afternoon rain upon arriving at the host hotel I was met with a burgeoning parking lot full of slippery chrome and beaded finishes on a plethora of ancient BMWs. Then...the party started with sounds provided by Jeff Caplan and his crazy e24, six series party-mobile. Beer flowed like the rain from the heavens and a great time was enjoyed by all who had gathered in what was sure to be the most well-appointed parking lot of Bavaria's finest, imaginable.



The next day dawned with a thick fog encompassing the hotel lot—and some hung-over participants--along with leaden skies,



but mercifully it wasn't raining and the cars filed out of the hotel lot singularly and in groups un-route to the show field in Hot Springs some 50 miles distant. The e9s were able to park in a special reserved area, being the featured cars, but the main field filled up nearly to capacity during the morning with every form of classic BMWs from Isetta to Eight Series. Yes, the e31 is qualified to be a part of The Vintage group due to its introduction date of late 1989. Three pristine 8er's were present, a red 840 with a CSI body kit replete with Euro mirrors and throwing-star wheels and two black ones that had also been tastefully modified, one with a unique light-up threshold that changed colors, announcing its 840Ci model number.



Even though the show count of cars was down a bit due in part to the rain threat, all who attended were rewarded with a beautiful, warm, and sunny show day with spectacular, puffy cloud formations overhead. The fog cleared just we got to Hot Springs and all was good after that. Countless stories were told, new friendships made and old ones revived as everyone walked around snapping photos and admiring each other's cars. The old Bimmers gleamed in the sun and even those who drove less than pristine rides were all glad to be there amongst kindred spirits. The Vintage is an event not to be missed if you appreciate classic BMWs, even if you don't happen to own one. I've been to over a dozen of these events over the years, and it stands out as one I look forward to every year. I'm truly glad that despite a terrible disease that has controlled our lives that a faithful gathering of vintage BMW enthusiasts can still motor south to show off their rides and swap stories.

To see even more photos and stories about this wonderful event please see The Vintage page on Facebook.

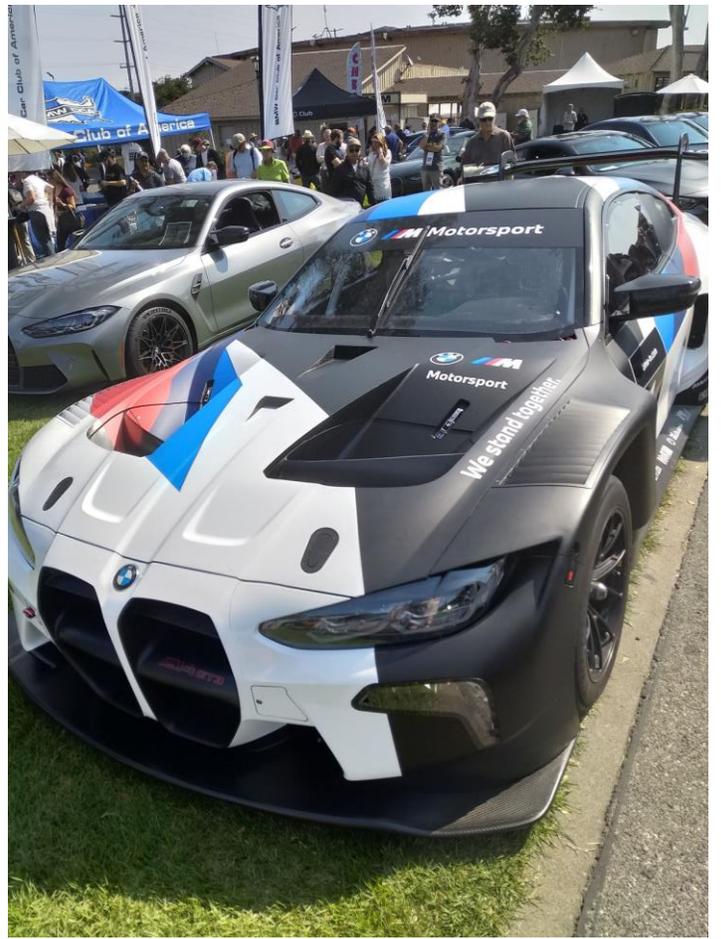
E31 Legends of the Autobahn West

Story and Photographs by Michael Leinenkugel

It was a fun time for the most part, and the club really had to scramble after getting tossed out of the Carmel Valley Village. Unfortunately all of the display cars like mine ended up in the dirt. Such is life. I'm thinking that all of the restaurant owners, and wine tasting rooms are still pissed off at the group in the Village who got our event tossed. I hope we can snag a long term agreement with a golf course for future events.

Enjoy the photos.
Mike





Legends Of The Autobahn Presented By Michelin



E31 BC 8's Summer Breakfast Club Cars & Coffee

Photographs by Henry Christoff and Derek Pineo. Story by Henry Christoff



With British Columbia provincial health guidelines for outdoor group socializing slightly relaxed, the BC8s Breakfast Club Cars & Coffee Father's Day event was held at the Tsawwassen Mills Mall parking lot- near the Winner's store entrance. Seven E31s attended! This was a combo event that including socializing then a drive from Tsawwassen Mills Mall to Crescent Beach, then along the White Rock water front driving parallel to the promenade/pier area with their quaint restaurants and finally on to the last stop at Tim Horton's near Wuffer's garage & Spa.



From L to R: Cheryl, Graham, Glen, Jon & Jacquie

We finally had an event with warm temps and lots of sun with these BC8 owners attending: Martin with his 850Ci, Graham & his girlfriend Cheryl driving his 850i, Glen his son Jon and Jon's girlfriend Jacquie in Glen's 840Ci, Alex in his blue 850i, Derek and his wife Rechel and their baby in Derek's 840Ci, Wuffer in his "personalized" 850i and Henry in his Calypso 850i. It was fantastic to see such a great turn out of cars and people!



Wuffer (in the blue shirt)- Derek & Rechel



Martin (in the vest) and Alex discuss E31 trunk space

I Purchased a BMW 840. It Was Then That Everyone Said, "You're Going to Have Some Wiring Issues." And, wouldn't you know it, they were correct!



When you purchase a used anything the good 'ole catch phrase "let the buyer beware" is always a part of the transaction. In my case there should have been a set-aside or hold-back for the repairs that I was yet to encounter. On the way home with the 1997 840 (maiden trip, mind you), the passenger side light bucket and lights (they worked during the demonstration during the daylight hours) did not work at night. It was a long three hours with improper lighting. I was thankful that I did not catch the attention of law officials. Besides having to explain the bad light there would be the explanation of out-of-state tags, purchase papers, etc., etc. That would have been a further nightmare.

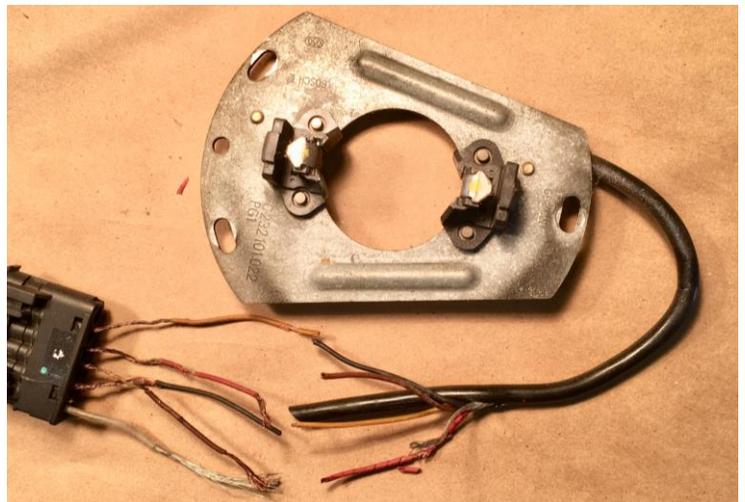


I don't have to tell you all of the car's attributes that attracted me to this new-to-me automotive mistress. But, kinda like the mistress analogy, I didn't want to explain to my wife and others my immediate adverse reaction to the car. So, the next morning I took it to the shop and drove my scooter back to the house. I avoided questions about the new "used" car.

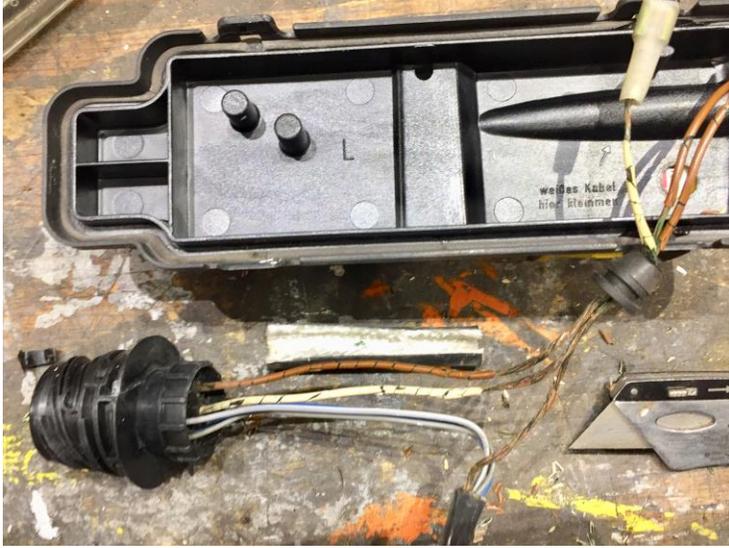
Let's Get to the Problem: Wiring. Do I have to get directly to the wiring problem? Really, wouldn't you rather hear the story about the cracked catalytic converters? I'll save that one for next time.



Here is the short version of the story that, apparently, everyone also knows about (?). As I understand it, back in the mid-90s the good folks in Germany (or was it Bosch) decided to use a "bio-friendly" composition for wiring insulation. Since my discovery, others I've spoken with tell me that this is a problem with some Mercedes vehicles, too. In the instances that I've noted, it has been the wiring insulation that is inside a plastic cover that breaks down. This also happened when riding my BMW motorcycle, a 1996 R1100. That problem was an internal short in the wiring harness of a crankshaft position sensor. It left me stranded on the Blue Ridge Parkway...in the rain.



So, now you know. You may encounter a random electrical problem on your 8-series car. It may be attributed to wiring. It may be difficult to diagnose and/or find. My apologies. I really wanted to help you pinpoint the problem area(s).



New member Branko Jozanov sent us this picture of his all original 1997 BMW 840 (on the left) during a spirited drive with other Arizona 8 drivers in Sedona, Arizona



The July WrenchFest was well attended with 12 folks and 8 cars! During the day both socializing and wrenching could be observed. John, with the assistance of his son Chris, did a recharge of John's A/C system. Unfortunately, it looks as though more than a recharge is needed. Dietmar helped Alex with his sunroof issues. Once the exterior panel was removed, it was obvious that some of the plastic bits had cracked and had seen better days.

Steve D's Mauritiusblau 850Ci needed the SRS light reset, which Wuffer easily handled. Wuffer also ran a full GT1 diagnostic on Steve's car and cleared all old codes. Later, Steve had a Dinan auto transmission performance chip he wanted installed, and Wuffer helped with that as well



Wuffer at the controls of the GT-1



WF attendees: Tim C, Ted U, Steve, Dietmar, John T & Chris, Glen, Alex, Denys, Dave, Wuffer, Henry.

E31 BC 8's August Cars & Coffee

Story and Photographs by Henry Christoff



The BC8s Breakfast Club/Cars & Coffee this past Sunday was very well attended. Although overcast and rain threatened, seven cars were on hand.



Two new members joined us. Those attending were: new BC8s members Mike M (black V12) and Finn (Calypso Red V12), Glen, Dietmar and Jean, John T, Alex,

Martin, Tom and Henry (driving his 2002 330Ci Convertible as his E31 at present has a leaking transmission output shaft seal).

E31 MoonShot – 1994 BMW 850CSi

*By Mark J. McCourt
from May 2014 issue of Hemmings Sports and Exotics
Courtesy Hemmings Sports and Exotics*

BMW's Motorsport-developed, 155-MPH 850CSi was the most impressive GT of a generation



When the trendsetting flagship 850i made its debut in September 1989 at the Frankfurt Motor Show, a collective gasp could be heard 'round the world. Here was BMW entering a new market with a completely new car, filled with technology and promise. But when the automotive media drove it, their compliments were often qualified with "what-ifs." The later creation of the BMW Motorsport-tuned 850CSi--the proverbial iron fist in a velvet glove--answered those critics and created a quiet legend. Replacing the dated, much-loved 1976-1989 6 Series coupe was a necessity fraught with peril--after all, this contemporary classic exemplified the brand's legendary formula for pared-down-yet-upscale, driver-oriented, straight-six performance. But rather than create a direct successor to the mid-market 635CSi, BMW followed the rocket trajectory it had established in the 1980s with the Mercedes-Benz S class-rivaling 750iL: upmarket, as far as the roundel would take it.

The result was a postmodern coupe that was head and shoulders above the 6 Series in cylinder count, amenities and sticker price, and the initial reaction was such that the first three years of 850i production sold out within months of introduction. The 8 Series, which devotees refer to by its E31 chassis designation, represented BMW's largest-ever single vehicle development investment at that time: reportedly nearly \$700 million in late 1980s currency. While engineering the B-pillarless hardtop body was a costly exercise, the bulk of the 850's development bill was found under the skin. The complexity of the car's mechanical and electrical systems was primarily traced to its V-12 engine and the myriad electronic luxury and convenience accessories that no one spending well over \$80,000--after the requisite gas guzzler and luxury taxes were factored in, a figure equivalent to almost \$143,000 today--would want to do without. The 850i's V-12 was a SOHC, 4,988-

cc unit effortlessly making 296 hp and 332-lb.ft. of torque, accessed through a new drive-by-wire electronic throttle. The engine's character was much like the related M70 unit in the 750iL: refined rather than raucous; capable, but constrained by the car's size and weight (4,123 pounds, equating to 13.9 pounds per horsepower). Fitted with a six-speed manual transmission, the 850i got to 60 MPH in 6.7 seconds, reaching the quarter mile in 15.1 seconds at 95.6 MPH, and pulling .86g on the skidpad. This performance compared favorably with the luxury-oriented, V-12-powered Mercedes-Benz 600SEC and Jaguar XJR-S, but was miles off the pace of Porsche's 928 GTS, which offered similar mile-munching GT ability with a much sportier driving experience.



"BMW Motorsport" handles were a North American exclusive. "Powered by M" intake and tri-color interior accents were other M touches.

So, in standard form, the 850i was neither a full-on isolationist luxury car, nor a track-tackling sports car. And performance fanatics expecting real sizzle complained that it felt inert—very capable, but not encouraging you to drop a gear and hang out the tail. Rather, it was a peerless point-to-point bullet for two that offered a truly premium driving experience filled with the ultra-modern technology and features (like a standard built-in cellular telephone) that the high-net-worth buyer of the early 1990s would desire. BMW was aware that its flagship coupe had untapped potential, as did the V-12 engine family. Indeed, that engine architecture would form the base for the BMW Motorsport Group-developed S70/2, the 6,064-cc, DOHC, 48-valve, 627-hp V-12 sitting amidships in the 243-MPH McLaren F1. The Motorsport Group was tasked with developing the V-12 for a higher-performance 850 variant, a car that, upon its European introduction for 1993, would bear a Motorsports-code VIN (WBS, versus the BMW's typical WBA), as well as a legendary three-letter coupe moniker: CSi. And with its circa-\$100,000 price tag, it would be the most expensive car in BMW history. The S70 V-12 under the 850CSi's hood was a genuine Motorsport piece, bearing the coveted M-specific internal code (S). Bored and stroked to 5,576-cc, the all-aluminum engine received lighter pistons, a forged crankshaft, upgraded camshafts, retuned intake and exhaust, higher (9.8 vs. 8.8) compression and engine and differential oil coolers. A CSi-specific engine management system was used that allowed for a

gear-dependent variable rev limiter. Another piece of electronic trickery was the driver-selectable EML electronic throttle control, which gave the option of K (Komfort) and S (Sport) settings; this new technology would filter down through the BMW lineup in the next decade. The result of the Motorsport magic was 380 hp (372 in federalized form) at 5,300 RPM and 402-lb.ft. of torque at 4,000 RPM, figures easily accessed through the CSi's exclusive Getrag six-speed manual. The engine wasn't the 850 flagship's only special piece. The Servotronic speed-variable power steering was re-tuned, while the fully independent MacPherson strut front/multi-link axle rear suspension was lowered 15 mm and mated with stiffer springs, shocks and bushings. A limited-slip differential was fitted with a shorter 2.93:1 ratio, replacing the contemporary 850Ci's autobahn-stretching 2.65, as were larger ventilated four-wheel disc ABS brakes. A piece of hardware exclusive to the European-market CSi was the computer-controlled, hydraulically activated Active Rear-Axle Kinematics rear-wheel steering system, which turned the rear wheels in concert with the fronts.

An untrained eye might miss the visual changes that came along with the new badge. The CSi received new aerodynamic lower body components and M5-style, 17-inch staggered-width two-piece M-System II forged-aluminum alloy wheels with air-directing "throwing star" covers. Inside the car, occupants enjoyed a leather-wrapped steering wheel with "M" logo sill trims, tri-color stitching, instrumentation with red pointers, folding rear seatbacks and a ski sack. Americans could order an 850CSi in model years 1994 and 1995, and our versions came with polished wood interior trim and snazzy "BMW Motorsport"-emblazoned exterior door handles, like those found on the BMW Individual-built 1994 M-Design 325is Coupe (HS&EC #56).



The 1994 850CSi before you belongs to Blairsville, Georgia, resident George Whiteley, a serial BMW owner for four decades. George's first Bimmer was a handed-down 1970 2002, the first imported car his parents ever bought. This lifelong sports car fanatic fell for the '02's reliability, balanced performance and fun-to-drive nature, and he would go on to own a string of 10 additional BMWs, including a 2800CS, 535is, 740i sport and a raucous M Roadster. "The E31's predecessor, the 6 Series, was admittedly more of a pure driver's car," George muses. "But when I first saw these cars in the early 1990s, I thought they were incredibly beautiful. They lingered in my memory. I'd gotten to the point where I wanted to drive a car that had timeless beauty, was comfortable on trips, and handled well in the mountains where I live. I wanted something out of the ordinary, and this fit the bill.

I bought a 1997 840Ci, and after owning that for a couple of years and joining the very enthusiastic BMW 8 Series group, I

wanted to obtain the ultimate E31, the 850CSi."George purchased our immaculately preserved feature 850CSi from the president of the newly formed E31 Chapter of the BMW Car Club of America, and he kept the two coupes concurrently for a time. Despite their similar appearance, these cars' specifications are quite different, and we asked how they felt in comparison. "The CSi is much more of a sporting car, even though both are superb grand touring cars. The 840 felt heavier, and the steering was leaden compared to the CSi," he says. "From 0-60, there probably wasn't a huge amount of difference. The V-8 pulled pretty strong, and in my opinion, it actually has a nicer exhaust note than the V-12 does; the BMW V-12 doesn't sound like a Ferrari. The CSi's V-12 is a torque hound, though. It goes to the rev limiter, especially in the lower gears, very quickly, then begs to keep on going!"The 840's steering was slower, and didn't feel as sporty as the CSi's.

Push the CSi's 'Sport' button and there's an immediate difference--it suddenly feels like the car has another 30 horsepower. Everything tightens up, and it's much more responsive, for the big coupe that it is. The 840 was slightly less nose-heavy than the V-12, but the CSi's sport suspension, with bigger anti-roll bars, different spring rates and shocks, makes all the difference. The 840 handled pretty well, but the CSi is like an 840 on steroids...with finesse."These observations align with the motoring press's reaction upon the 850CSi's introduction. Performance Car said of its 5.6-liter engine, "What mere figures can't convey is the awesome low-speed tractability and refinement of this unit, nor the staggering overtaking thrust on tap in the mid-range." Noted international journalist Georg Kacher wrote in Car, "The domain of the 850CSi is the autobahn. Porsche 959 excepted, no car betters this 380-bhp BMW for stability. The body doesn't seem to lean at all; even through fast sweepers, it remains utterly flat." Csaba Csere told Car and Driver readers, "This big coupe can be driven in spectacular tail-out fashion if you like, but it seems a shame to shred the rubber when you can go just as quickly by being tidy."

The 850CSi may be high-performance automotive sculpture, but the proof is in the driving. It was a meeting of the Bimmerphiles when associate editor Terry Shea joined George at BMW North America's Performance Center in Greer, South Carolina, to capture the images on these pages and to get quality seat time. Terry recalls, "Having driven a couple of standard 850s in the past, both automatic and six-speed manual, and knowing what BMW M is capable of doing with an already excellent platform, I was very eager to get behind the wheel of the CSi.

We had the BMW Performance Center at our disposal after finishing the shoot, just as the sun was setting. What better place than a track to take on the most powerful 8 Series?"He continues, "The 850 seems to be dripping in quality, from the seating surfaces to the main panels and wood accents. The quality feel of the leather on the steering wheel and the shift knob are approached by the interior plastic, a reminder that there is good plastic and there is bad plastic, and BMW really knows how to make plastic switchgear that feels good and solid to the touch. The seats are comfortable and somewhat supportive, though not as snug as those found in a true sports car. With the dark interior, low seating position and relatively high beltline, along with the thick A and C-pillars, the overall feeling is snug and tight, as compared to earlier, more open and airy BMWs. It's a feeling inspiring confidence.

"Driving the car, however, reminds me why BMW never put an actual M badge on the hood, despite the flared fenders and stonking V-12 under the hood. The car is easy to drive, and that's not a crime, but the controls feel more removed than what you would expect of an M car. Where the contemporary [E36 platform] M3 was justifiably famed for its handling and feedback, the 850CSi's steering feels precise but overly boosted, and one step removed from telling you what's actually going on down at the front wheels' contact patches."The clutch is light, the shifting easy.



This is no sports car; it's a GT, and not a brutal one at that. In true GT guise, it builds speed very easily, the right pedal sending all 372 horsepower to the rear wheels and giving you a nudge in the back. It has oceans of torque and power, and it's unlike a typical BMW engine that makes you rev it hard to get it to work. Of course, it has high-end urge as well, so this may be the most forgiving engine BMW made up until they started turbocharging things a decade later."On the empty track, achieving extra-legal speeds over and over again is child's play. I might not have entered corners with the same gusto as I would have in an E36 M3, but that M3 would never have kept pace on the straights. While I can't imagine the 850CSi as a track day toy, it is easy to see it as a car to jump into in the morning--say in St. Louis--when you have dinner reservations for that evening in Atlanta, and you and your better half want to arrive comfortably and spiritedly. It's right up there with the Porsche 928 GTS and Aston Martin DB7 as the ultimate 1990s grand tourer.

"There are few cars on American roads as rare and arresting as George's 850CSi. Indeed, out of a total of 1,510 850CSis built for worldwide consumption between June 1993 and June 1995, only 225 were allotted to our market. And of those, his example--VIN 00057--was one of just 14 built in the striking combination of Hellrot (Hell Red!) over Schwarz Nappa leather during the two-year North American CSi production run. That color combination, and with the car's peerless style, has led to many fun encounters with appreciative strangers. "I am constantly asked if this is the 'new' BMW--most go on to say they have never seen one like it before. They're astonished when I tell them it's 20 years old! The best comment I ever received was from a young woman who said, 'I just love your Lamborghini.' I just smiled and said 'thank you.' I didn't have the heart to tell her it was a BMW...it's probably rarer than a Lamborghini anyway," George says with a laugh. "To me, it's art on wheels."We know that BMW never did produce a true M8, although a fully functional prototype was built with an estimated 550-hp V-12 in a stunning lightweight aluminum and composite

body; it would have been the Aston Martin Vanquish or Ferrari 550 Maranello of its day. The stratospheric price tag that car would have demanded, combined with slow 8 Series sales and the tenuous global economic situation at that time, made the M8 a non-starter. Even without that hindsight, the production 850CSi represented BMW's technical and performance pinnacle and the best-realized version of its ultimate car, what the 8 Series was always meant to be. Now, 20 years later, the brand has introduced a hyper-advanced performance car for its new "i" electric sub-brand. The numeral chosen to grace its newest flagship? Fittingly, 8.

1994 BMW 850CSi Owner's Story



The E31 group is a great bunch of people. The more time I spent with them and the cars, the more I thought about the 850CSi. I attended several SE8 gatherings hosted by Roger Wray, E31 enthusiast par excellence, who then owned this red CSi. I told him that if he ever wanted to sell it, to call me. When he made that decision, it was an easy sale for him, an easy buy for me; I flew to Florida and drove it home. For all intents and purposes, in my mind it is a non-badged M car. The engine was hand-built by the M group. Although the only exterior badging it has is on the Motorsport door handles, it really is an M8. If you're interested in a CSi, spend the money up front, and get the best one you can find. Deferred maintenance is the Achilles heel of any car, but it especially bites you with these. Don't buy this car and think you're through spending money. Some of the parts are getting hard to find, or are no longer available. If maintained, the engine is pretty much bombproof. I haven't had to do anything major to my CSi except refresh suspension components.

The engine of this car requires two of everything--it's basically two straight-six engines together, but you shouldn't let its complexity scare you. The other problem is finding somebody competent to work on it; most BMW dealerships have never seen these cars. The 850CSi was a technological tour de force for BMW, and it was their first very tech-heavy car. One of the reasons it's unpopular today is because of a bad reputation for electrics; this isn't as bad as a lot of people perceive, and that also keeps values down. Costing as much as it did when new,

there were other choices then for people looking for something with a sporty demeanor. Today's buyers are absolutely E31 enthusiasts, and the CSi is the Holy Grail of production E31s. - George Whiteley

Pros & Cons
Pros + Simply epic appearance, inside and out + Waves of power and torque, served up with a six-speed + Genuine pillarless hardtop design
Cons - No disguising the car's mass while driving - Staggering complexity of electronic systems - Maintenance costs aren't for the light of wallet

1994 BMW 850CSi Specifications
ENGINE Type: SOHC V-12, aluminum alloy block and cylinder heads Displacement: 5,776 cc (340-cu.in.) Bore x stroke: 86 x 80 mm Compression ratio: 9.8:1 Horsepower @ RPM: 372 @ 5,300 Torque @ RPM: 402-lb.ft. @ 4,000 Main bearings: Seven Fuel system: Bosch MH-Motronic electronic fuel injection Lubrication system: Full-pressure Electrical system: 12-volt Exhaust system: Dual

TRANSMISSION Type: Six-speed manual with full synchromesh Ratios: 1st: 4.254:1 2nd: 2.534:1 3rd: 1.682:1 4th: 1.235:1 5th: 1.000:1 6th: 0.831:1 Reverse: 3.892:1

DIFFERENTIAL Type: Hypoid bevel with limited-slip Ratio: 2.93:1

STEERING Type: Recirculating ball, variable power assist Turns, lock to lock: 2.8 Turning circle: 37.7 feet

BRAKES Type: Hydraulic, with ABS and ASC+T stability/traction control Front: 13.4-inch vented discs with four-piston calipers Rear: 12.6-inch vented discs with four-piston calipers

CHASSIS & BODY Construction: Steel unit body Body style: Two-door, four-seat coupe Layout: Front engine, rear-wheel drive

SUSPENSION Front: Independent MacPherson struts, with double pivot lower A-arms, coil springs, tubular shocks, anti-roll bar Rear: Independent multi-link, coil springs, tubular shocks, anti-roll bar

WHEELS & TIRES Wheels: Forged aluminum alloy Front/rear: 17 x 8J / 17 x 9J Tires: Michelin Pilot Sport Front/rear: 235/45ZR-17 / 265/40ZR-17

WEIGHTS & MEASURES Wheelbase: 105.7 inches Overall length: 188.2 inches Overall width: 73 inches Overall height: 52.8 inches Front track: 61.2 inches Rear track: 61.5 inches Curb weight: 4,240 pounds

CAPACITIES Crankcase: 7.9 quarts Cooling system: 13.7 quarts Fuel tank: 23.8 gallons Transmission: 2.4 quarts Rear axle: 2.0 quarts

CALCULATED DATA Hp per liter: 64.40 Weight per hp: 11.40 pounds Weight per cu.in.: 12.56 pounds

PERFORMANCE* 0-60 MPH: 5.9 seconds Quarter mile @ MPH: 14.4 seconds @ 100.5 Top speed: 155 MPH (electronically limited) Skidpad: 0.89g *Figures courtesy Road & Track, May 1994

PRICE Cost new: \$98,500 (\$155,000 in 2014 dollars); with luxury/gas guzzler taxes, \$108,450 (\$170,475)

E31 Werkstattfest zum Saisonabschluss in Rottewii, Germany

By Daniel Wäschle



In Werkstattfest zum Saisonabschluss (Workshop Party for the Season), German Club members enjoyed an end of season Workshop Festival and drive in Rottewii, Germany

Hello everyone. On Saturday it was time for our end of the season Workshop Festival. On Friday I was able to clean everything so that everyone had space on Saturday. So after good cleaning for the breakfast and workfest the next day, the workshop was ready.

On Saturday, the first ones arrived around 9 a.m. and everyone gradually came in. The one with the shortest arrival came last! After everyone arrived, we could start right away.

At 11:30 we went to Haigerloch to the Atomkellermuseum. My village has rarely seen such a convoy of great vehicles!



After we arrived in Haigerloch, everyone was looking for a parking space. Anyone who knows Haigerloch knows what I'm talking about.





After the stop, which lasted just under an hour, we drove to the next point at 13:30, but then the weather had put a stop to the planning. Because it started to rain. So we drove straight to the Waldschneke for dinner where we ended the day comfortably.



Hans from Franconia and the snowman from Cologne had the longest journey. Thank you all for coming.

Now it's time to park the car, the new season comes faster than you would like. I thoroughly hope that by then the fuel prices will recover again, whereby we will have the senseless 7Cent CO2 tax in any case...



German Club member on the from the Workshop Party in Rottewii, Germany. Or else, Wuffer decided to take Panzer on a long trip!!!

By Rodney Moore

Battery Monitors – Bluetooth - YES!!

I just started using a battery monitor. I'm impressed with the added value for monitoring the battery charging profile and battery condition on my garage Queens.

This is a functional diagnostic tool for the battery condition and battery charger performance. IMHO, a definite must for cars on a charger or cars not driven daily as the 30-day battery voltage history graph can provide a warning for low SoC, battery charging profiles and battery voltage while cranking and alternator testing.

Be aware, there is a range of functions provided by the various brands offered and not all the phone apps and battery monitors provide the best options for the cost. I purchased/tested 4 battery monitors to investigate the ease of use and relevant battery data. While they are all relatively inexpensive, costing between \$33-\$55 there is a world of difference in how they perform and the information they provide.

#1 LNEXT - Battery Voltage Data Logger

Summary:

IMHO, the LNEXT @ \$36, has the best phone app of the 4 monitors I tested. The LNEXT app has a "Device" page that displays the summary of individual battery monitor installed (up to 4). This makes it super easy to switch between battery monitors. Hence at a glance you can review all monitors and select from the modules when you want to explore the individual module readings and graphs in detail. Also, the LNEXT has a linear voltage scale at 1v/div with a 9-15v range. The LNEXT module also uses Bluetooth 5.0 which should provide twice the range of other modules which use Bluetooth 4.0.

Battery Voltage monitors, to include the LNEXT, Antigravity @ \$33, ANCEL @ \$40, have a data logger that continuously records the battery voltage for 30-31 days.

The stored readings can be reviewed anytime on a voltage graph by calendar date with a useful cursor (24hr/voltage) and once the phone is within range the modules can be rescanned to update the phone app data from the stored data in the battery module.

Unfortunately, the graph voltage scale is not linear for the ANCEL and Antigravity app. The ANCEL app uses, 1v/div at center scale (+/-12v) and 0-9v/div at the lowest, then 2v/div at (9-11v) and (13-15v). The Antigravity Battery Tracker app uses, .5v/div for the center scale (12-13.5v) and 0-12v/div for lowest, then at the top scale is 13.5-18v/div.

Battery SoC monitor, CTEK @\$55 provides a battery voltage reading and data logger for battery SoC on a 0-100% scale. Hence, you do not have access to the battery voltage readings history or have the alternator charging and cranking voltage

testing. IMHO, there is a lot of valuable information in storing the battery voltage readings above the 100% SoC = Open Circuit Voltage (Flooded cell 100% SoC, OCV = 12.6v, & AGM cell 100% SoC, OCV = 13.0v).

Also, battery chargers use the battery voltage above OCV to test and maintain the float charge on a battery and it is valuable to see this voltage graphed out. Also, the cranking voltage test is invaluable for the battery degradation over time.

On the positive side, the CTEK does store a 3-month SoC (0-100%) graph record and most importantly it provides the "Device" overview page with a summary reading of installed modules which makes it easy to select between the individual modules.

Flooded and AGM batteries, To my disappointment is none of these monitors differentiate between battery technologies; I anticipate the SoC reading/scale would only be accurate for a Flooded cell battery.

Accuracy of voltage reading, I used my Fluke 89 DVM and verified the battery monitor voltage reading and they were all accurate to within +/- 50mV. (better than +/-0.5%)



Phone App, Some Battery Monitor Phone Apps will work with more than a single brand of battery monitor module and most apps will have very similar screen layout and functions.

I found the voltage scales in the ANCEL app the most desirable @ 15V max.

I used the ANCEL app with the Antigravity battery module; vice versa. I was unable to use a module in 2 phone apps and would need to uninstall an app if I wanted to change the app the module connected to.

The apps will monitor more than 1 battery module however the Antigravity and ANCEL apps requires selecting the “setup” menu then “device list” to review the desired monitor, which makes it clunky to switch between modules or read the data. The LNEX and CTEK have the battery modules installed listed on a separate “Device” page for easy module selection.

Battery Voltage Data Logger Functions:

Real time battery voltage reading with SoC 5-minute graph of real-time battery voltage reading Data Logger (5-min readings) - daily voltage graphs up to 31-days. Battery cranking voltage real-time graph and Charging system voltage tests. Selected alerts sent to phone when within Bluetooth range. Monitor current draws: 1-2ma in Standby, 8ma Monitor Active.

Brands: Battery Voltage Data Logger & SoC Display

ANCEL Battery Monitor - BM300 - Bluetooth 4.0
Antigravity Battery Tracker - AG-BTR-2 - Bluetooth 4.0
BLE Battery Monitor - BM2 BM3 – Bluetooth 4.0 (not tested)
LNEX Car Battery Tester - BVM02 – Bluetooth 5.0 (USA)
ORICOM Battery Sense Monitor - BSM888 – Bluetooth 5.0 (Australia, not available in USA – not tested, I anticipate another brand for LNEX)

E31 Official 2021 E31 Chapter T-Shirts

The 2021 E31 Chapter T-shirt can be purchased at the E31 Chapter Queensboro store. 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 Roger Wray
Editor, E31 NEWS*

Sometimes you just wonder where time goes. And then, when you just start to think that you are catching up – ZING! A curve ball comes out of no where. That's the feeling I get with my restoration project – CSi #18. I have been working on it for almost 3 years. Or maybe better put – it has been in the garage for that long. First was the clutch replacement, that started out as a simple clutch slave cylinder replacement – until the brand new slave cylinder decided to explode within the bell housing when we pressurized it for the first time. I was able to fish out 3 of the 5 parts with a scope and magnet, but the others were impossible to retrieve. That lead to the removal of the transmission, drive shaft and exhaust, which lead to a new complete clutch with all the components including tunnel insulation. Then, as the new paint had settled it was time to wetsand the car and finish the paint before final reassembly. It went back to the shop last month, and Patrick, the Painter I use, wet sanded and buffed the car, only to find out that he accidentally went through the clear on one of the ridges on the hood. Although small, it will require fixing. I can't fault Patrick. He is a wizzard with body work and paint. One of the cars he recently restored sold at Monterey for 200K. Stuff happens. Which is where we are now. One step forward, two steps back.

But, I did pick up an old pickup truck this summer to haul all the BMW stuff back and forth. I guess all is not lost!

Other than the BC 8

's, this summer has been a little quiet as we finally try to gear back up from the COVID mess we have all lived through. But, more fall events are planned. Hopefully most of you were able to get the 8's out, shine them up, and enjoy some wonderful drives. If you attend a meeting, document it and send the information to me for inclusion in the E31 NEWS. Always remember – it is the cars that bring us together, but it is the people that make us who we are. Hope you are having a great fall!

Roger

MORE SMILES PER HOUR.



**BMW Car Club
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