

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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newsletter@bmwccae31.com

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2021 Upcoming Events

Also Check group contacts for the latest information

BC8s Breakfast Club Cars & Coffee, April 11

Tim Hortons 2711 192nd Street, Surrey BC
hchristoff850@telus.net

BC 8's WrenchFest, May 15

Wuffer's Garage & Spa, 19950 46 Avenue, Langley, BC.
hchristoff850@telus.net

BC 8's Harrison Hot Springs Drive, June 6

Open Road BMW Langley, BC
hchristoff850@telus.net

Larz Anders Auto Museum – Cars & Coffee, June 12

15 Newton Street, Brookline, MA
<https://larzanderson.org/>

BC 8's Breakfast Club Driving event, June 20

Tsawwassen Mills Mall, Surrey BC
hchristoff850@telus.net

E31 Meets Z8 Schwarzwald Tour, Sept 25-26

Talsperre Klein Kinzig, Germany
Daniel.Waschle@web.de

BMWCCA E31 Chapter

Bmwccae31.com

SoCalEights

socaleights@gmail.com

BC 8s

hchristoff850@telus.net

On the Cover: 2020 E31 Chapter photo contest winner Randy Muecke carving the roads in his 850 CSI. Photo © Steve Thornton

*By Henry Christoff
President, E31 Chapter*



*Henry at Monterey's Legends of the Autobahn,
August, 2014.*

Hello, E31 owners and enthusiasts! I think everyone is looking forward to the time we can again socialize with friends and family- and of course attend some automotive events.

2021 BMW / Automotive events – the Chapter needs your help. As I have mentioned previously, there are many national BMW events that are well known to the E31 Chapter board and we plan to promote these events in our monthly updates and on our webpage. Let us know any local-to-you events that you and other E31 owners might be interested in attending. We'll post these events to our website. Events should be of interest to BMW owners and enthusiasts, not just specific E31 or BMW only, although we do want to know about those too! Send your event info to pres@bmwccae31.com, giving as much specific information about the event as possible, including date, time and place and contact info. Thank you! Check our E31 Chapter website for 2021 events already listed.

O'Fest Forever – “Ultimate BMW Event” has been announced by the BMW Car Club of America. Dates: November 3-6, 2021. Please mark your calendars! 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 are looking for suggestions from our membership on how 8 Series owners can participate at O'Fest Forever as a group. Some ideas have already been suggested: meet and greet the day before the event; casual dinner meet up during the event; E31 parking together during events; parade of E31's on to show field or driving to events. Email suggestions and comments to me at pres@bmwccae31.com. Lastly, if you have an interest in attending this event, please book your hotel room early. This will be a very large event and hotel accommodations will go quickly! We will provide full details and registration info as soon as available from National.

The new “E31 Motor T-Shirts” are available in both short sleeve at \$14.95 each and long sleeve at \$17.95 each; 2XL shirts \$2.00 each higher. Order through the E31 Chapter Swag Site: <https://bmwccae31.qbstores.com/>

Parts Update- Headlamp adjuster repair kits for North American E31s: BMW Classic asked if we could provide actual photographs of the headlamp kit adjuster wheel, showing the set screw. Happily, both Brian Diefenbacher, Arthur Cortez and Roger Wray provided some excellent photographs of this part which were sent to our contact at BMW Classic. We await further information and will share with everyone as soon as anything additional becomes available.

Power steering filters for 850i & Ci: Unfortunately, so far, no additional news from BMW Classic. However, it appears that BMW P/N 32411128919 power steering filter is dimensionally the same as NLA V12 850i and Ci power steering filter 32411128167. I have sent an email to BMW Classic to ask if 32411128191 may be used as a substitute, and await their reply.

Chapter Elections – It's time to submit nominations for two board positions – vice president and treasurer. (See elsewhere in this newsletter edition for full information.) We're looking for enthusiasts with a genuine interest in the E31 8 Series and want to actively contribute to the E31 Chapter, and as an influence to the worldwide E31 community. Don't be shy; it's ok to nominate yourself!

M539 Restorations – If you have not watched Sreten's YouTube video on his recent 6-speed Calypso Red E31, it's purchase and initial evaluation when it arrived at his shop, you are missing out! I think this is the third E31 that he has found, purchased and brought back to life. <https://www.youtube.com/watch?v=OdsT6DqR9i4&t=73s>

Enjoy this issue of The E31 News!

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

E31 Chapter News

E31 Special Thank You to Gault BMW Autosport



The E31 Chapter would like to say “Thank You” to Gault BMW Autosport for sponsoring the 2020 E31 Chapter Photo Contest. Pictured above is Gault Manager, and longtime #31 supporter Dave Belknop, on the left, and Troy W. Van Keuren, BMW Parts Manager, on the right. Dave started out in Parts, and was our #31 Go-To contact at Gault for years, before moving up to management and passing the E31 torch to Charlie Spear. After Charlie’s retirement, Troy took over as our point of contact. If you need E31 parts, Gault BMW has special pricing for E31 owners. Don’t hesitate to contact them. The phone number for Troy is 607-321-6450.

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It is time for elections for Chapter Vice President and Treasurer. The chapter bylaws outline our geographic representation requirements as approved by BMW CCA - only 2 officers from each geographic region can hold office at any one time. Currently we have sitting board members as follows: East Coast (1), Southwest (1), Canada (2). This allows selection for one member from the East Coast region, one member from the Southwest region, no more from Canada, and 2 selections from any other region. Here are the directions for elections and office duties as per the By Laws:

Duties of the Vice President

- 5.2.1. Acts in the place of the President during his or her absence, or when so required by the President.
- 5.2.2. Assists the President and/or the Chapter board in any manner that they may direct.
- 5.2.3. May lead particular goals or hold leadership roles within all of the strategic goals of the organization. This is up to the Officers of the Organization to determine.
- 5.2.4. Oversees the Membership Coordinator.

Duties of the Treasurer

- 5.4.1. Keeps and preserves the records and books of accounts reflecting the financial condition and operation of the Chapter and any documentation that obligates the Chapter financially.
- 5.4.2. Prepares the annual financial report for submission to the appropriate authority.
- 5.4.3. Prepares the report of financial condition to be provided to the Chapter membership each year.
- 5.4.4. Ensures required fees and taxes are paid on time.
- 5.4.5. Monitors and maintains the Chapter bank account; monitors account to ensure it remains in balance and that all funds received are properly credited.

Here is the Geographic Representation of the board members as outlined in our bylaws:

Geographic Representation on the Board of Directors

- 6.1. As a Non-geographic chapter, the E31 Chapter represents all areas of the United States as well as other locations. It is comprised of representatives from both the United States and Canada. As such, it is essential that members of the Board of Directors maintain a diverse geographic representation of E31 owners. As such, no more than two of the six board of director's members shall hold office at the same time from any one of the following geographic regions:
 - 6.1.1. Northeast: (Maine, Vermont, New Hampshire, New York, Massachusetts, Connecticut, Rhode Islands)
 - 6.1.2. East Coast: (Pennsylvania, New Jersey, Delaware, Maryland, West Virginia, Virginia, Washington D.C.)
 - 6.1.3. South East: (North Carolina, South Carolina, Georgia, Florida, Tennessee, Mississippi, Alabama)
 - 6.1.4. North Central: (Minnesota, Wisconsin, Iowa, Illinois, Michigan, Indiana, Kentucky, Ohio)
 - 6.1.5. Central: (Nebraska, Colorado, Kansas, Oklahoma, Texas, Missouri, Arkansas, Louisiana)

- 6.1.6. North West: (Alaska, Hawaii, Washington, Oregon, Idaho, Montana, Wyoming, North Dakota, South Dakota, Utah)
- 6.1.7. South West: (California, Nevada, Arizona, New Mexico)
- 6.1.8. Canada: (all provinces)

Election of Board of Director Officers

7.2. Vice President

7.2.1. Election of the Vice President will be taken from nominations by active BMW Car Club of America E31 Chapter members and sitting board members. The nominations (based on nomination numbers) will be presented to the Chapter membership for election. Election will be by simple majority vote by active BMW Car Club of America E31 Chapter.

7.2.2. Persons nominated for Vice President will be active members of the BMW Car Club of America E31 Chapter.

7.2.3. Term of office will be three years.

7.4. Treasurer

7.4.1. Election of the Treasurer will be taken from nominations by active BMW Car Club of America E31 Chapter members and sitting board members. The nominations (based on nomination numbers) will be presented to the membership for election. Election will be by simple majority vote by active BMW Car Club of America E31 Chapter members.

7.4.2. Persons nominated for Treasurer will be current active members of the BMW Car Club of America E31 Chapter.

7.4.3. Term of office will be three years.
Nomination/Election Process

8.1. The process of nomination for the positions of President, Vice President, Secretary, Treasurer, Brand Manager and Event Coordinator positions is set out as follows:

8.1.1. Nominations will be held in April/May 2016, and every year thereafter as outlined in Section 7.

8.1.2. BMW CCA E31 Chapter Members nominated for board positions must have at least 12 months continuous membership in the BMW CCA E31 Chapter prior to nomination to qualify for elections.

8.1.3. In April prior to the August Board meeting, active BMW Car Club of America E31 Chapter members and board members will be asked to provide nominations to the BMW Car Club of America E31 Chapter board of directors Secretary for any positions that fall due at the forthcoming Board meeting.

8.1.3.2. Nominees for Vice President, Secretary, Treasurer, Brand Manager and Event Coordinator will come from current sitting board members and general E31 Chapter members.

8.1.4. The nomination period closes May 30th prior to the forthcoming August Board meeting.

8.1.5. The nomination should be lodged via email to the BMW Car Club of America E31 Chapter Secretary, and include the details of the nominee (name, short CV, BMW CCA E31 Chapter Membership Number), name of the BMW Car Club of America E31 Chapter member nominating and seconding the nomination, and acceptance of the nomination by the nominee. The statement of acceptance by the nominee should also include a short (1 PAGE) letter stating to the membership why they would like to be elected for the position, and qualifications for the position.

8.1.6. Once the nomination period has closed (May 30th), all nominations received by the deadline will be reconciled by the Secretary.

8.1.7. By June 15th prior to the August Board meeting, the Secretary will provide details of all nominations received to members of the BMW Car Club of America E31 Chapter and board members by posting nominations on the Chapter website. Active members will be notified of voting instructions and the two week open period of voting.

8.1.8. Voting will be conducted via email or regular mail (as directed by the board) by BMW Car Club of America E31 Chapter active members. Voting will occur over a posted two week period. At the end of that period, votes postmarked by the posted end date and received will be tallied by the secretary (or treasurer in the case where the secretary position is up for election), and verified by both the President and Vice President. The President (or Vice President in the case of election of the President) will notify nominees of the outcome of the election, and request a written acceptance of the position from the elected member.

8.1.9. Newly elected board members will be installed at the August board meeting.

If you are interested in running for office, please follow the instructions above, and email your nomination to: sec@bmwccae31.com

If you have any specific questions, please contact Henry Christoff, E31 Chapter President: pres@bmwccae31.com



The M8 Prototype photographed during initial testing (BMW Classic Photo)

E31 SoCalEight's WrenchFest – an Unbiased Report

By Tom Jacobsmeyer and Gary Corcoran



Great Day! The environment at EF1 Motorsports was outstanding in every way, weather, attendance, cars attended to, camaraderie, new members and friends...you name it, we had it.



also talked about upcoming events with a pre-summer drive and lunch, and the Holiday Party (December) already in the planning stages (no date yet but mid-December). The venue will most likely be the Long Beach Yacht Club with SoCalEights host Beverly B. making the reservations for us.

So what did we fix or talk about at WR#1? Lots of areas of the E31 eccentricities were examined, repaired, cursed at, and put in the "later" category. Some of the issues are pretty standard – whining headlights, one headlight cooperates and the other not, sunroofs (hah!), seat twists, weird electrical issues, non-functional wipers, door issues, etc.

This is the first Wrenchfest we've had since September and it seemed like the gang was ready to 'Fest. We had 24 E31's in attendance, parking in the lot was full by 10:00 AM, and street parking was the only choice for late arrivals (but there was plenty available). The number of members, friends, and visitors was 30+ as everyone came and went throughout the day.

Generally, we got a lot done with those first time Wrenchfesters pleasantly surprised at the assistance available from other members, great cooperation, and help. Members were able to get advice, parts recommendations, and reference info on how and where to buy parts for their E31.

Gary (VP SoCalEights) provided info on the best sources for parts and that we can get a nice discount from "www.scorebmwparts.com" (Sterling BMW, Newport Beach). Gary



Sunroofs are always a discussion because well, let's face it, they are frustrating as well as a mystery. Why did BMW make them the way they did, they're complicated and unpredictable. The general consensus was that the best sunroof on an E31 is one that's not opened. We all shared stories of sunroofs unexpectedly opened by an unsuspecting passenger or alternate driver which sends a chill through the E31 owner's heart.



Sunroofs are tricky to fix, complicated buggers that they are. Tom has fixed a few and works on Roy's car here while Brian supervises. Brian does not fix sunroofs but that does not disqualify him in the least. This was a successful (but a bit tricky) repair and Roy (owner) was pretty excited after we completed the fix. Gary is pretty much good for fixing anything on the E31 and here he holds court and demonstrates the proper stance for an expert while onlookers pay rapt attention to his machinations on a car that has some mysterious issues. We've all been there...watching with absolute attention while the master performs miracles. Comments heard afterward, "What'd he do again"?

Wrenchfests aren't always all about wrenching. We do other stuff...like eat and have "opportunity drawings". Each attendee who wants to participate can work on Krispy Kreme donuts and coffee in the morning and then languish into a healthy pizza lunch at mid-day. We've had other dining faire in the past but it was difficult to get anything but pizza due to, you know, Covid something. We'll try and switch back to our gourmet delights at the next WF. Donuts and coffee were provided by the BMW CCA E31 Chapter. Thanks to Henry Christoff, President, for providing the "right" Wrenchfest calories! Good stuff!



So you want to know what an "opportunity drawing" is...free stuff. This was a landmark WF with 35 items marked for distribution. 'Festers donate a few bucks for the opportunity to choose from this table full of stuff. We had 15 sets of 850 air filters sent down from AVUS Autosport in Glendale, from Sterling BMW, Newport Beach were two first aid kits just right



for the slot in the back seat, a BMW puzzle, a unique BMW 328 coffee cup, a ladies BMW shirt, note pads, etc.. And lastly, SoCalEights provided two custom SoCalEights umbrellas and 5 BMW CCA very useful flashlight/tool combo.



So a note on one of our attendees, Art Ford. Art owns a 1997 840Ci and has had the car for a long time. Here is Art's story: "I bought my 1997 840Ci when it was 18 months old (in 1999) with only 6,000 miles on it from Saturday Night Live actor David Spade. I've driven it every day since that time and currently have a little over 276,000 miles on the original engine. I've never had to rebuild the engine, do a head job or rebuild the fuel injection system. The car runs as smoothly and quietly as it did when it was new. I've run a completely oil based "High Mileage" 10-40 Pennzoil in the car since 80,000 miles and I believe this has been a contributing factor for the engine's longevity. I've also always run the Chevron 91 octane gasoline in the car with the "Techron" fuel injection cleaner additive in it, which has done a great job keeping the fuel injection system clean and working properly through the years. I've owned a lot of high end Mercedes, but the 1997 BMW 840Ci is by far the best designed, engineered and manufactured car I've ever owned. In particular, I believe the M62 4.4 Liter V8 engine is the most bulletproof engine BMW ever made" Now THAT'S a lot of miles.

All in all, it was a great time for SoCalEights and we look forward to the next Wrenchfest. We're guessing it'll be in early August so set your calendars.

E31 A BMW 850Ci That's Actually an E63 M6

by Stefan Kotze

Courtesy of SpeedHunters

Originally Published on January 14, 2021



The E31 BMW 8 Series Coupe was built for 10 years from 1989 until 1999, and according to my research, 30,621 units were sold.

Precisely 24 of these hand-built modern classics were assembled at BMW's Rosslyn plant in South Africa. The reason for this was tax related; it was cheaper putting the cars together there, than importing them into South Africa. More than two-thirds were fitted with the V12, and just four came with a 6-speed manual transmission.

This particular car wasn't one of the 24 locally-assembled cars; it was imported by the owner from the UK in full stock trim. Being an 850Ci variant, it was originally fitted with the 5.4L M73B54 V12, which produced 322hp and 490Nm.

The BMW's stock form was very short lived in the hands of its new South African owner. Driving the 850 for the first time, he was left disappointed with the V12's sluggish and uninspiring performance compared to modern cars. That sparked an idea...



Working with Wessel at Motor Cade Motorsport in Bellville a wicked plan was hatched, one that would give the 850Ci a new lease on life with E63 M6 underpinnings.



From the outside, the car doesn't look too different from the way it left the factory, but if you look carefully you can easily see the changes. Automatic Xenon headlights were retrofitted into the existing housings, automatic rain-sensing wipers replace the originals, and OEM rear park assist sensors were installed into the bumper along with a rear-view camera.

Once you get inside, you really feel like you're in an M6, and a modded one at that. The 850 dash was completely removed and an original E63 dash was cut and trimmed to fit perfectly.

There's carbon fiber everywhere, including on the M6 multi-function steering wheel with electric tilt. The stock mirrors were replaced with fully-functional heated electric M6 items – two of *many* parts swapped over from an E63 donor car.



Every single function and electronic module the M6 came with has been programmed to work in the 850, including the start/stop button, auto windows, cruise control and even the heads-up display system.

That includes the entire M6 drivetrain, including the electronic differential, along with the front and rear suspension featuring electronic dampers. Driving assists such as ABS and traction control were also coded to work flawlessly.

As you might expect, this wasn't a simple job. Extensive surgery was required, and along the way new floors and custom-built suspension braces were fitted.





SPEED HUNTERS STEFAN KOTZE

Wessel also installed the much newer NBT version of BMW's iDrive system, with performance gauges, navigation and automatic climate control.



SPEED HUNTERS STEFAN KOTZE

Lastly, the door panels and seats were retrimmed, the latter retaining their power and heating functions.



SPEED HUNTERS STEFAN KOTZE



SPEED HUNTERS STEFAN KOTZE



SPEED HUNTERS STEFAN KOTZE

Getting the S85 V10 engine from the M6 to fit and work was one of the biggest challenges, both physically and from a technical standpoint. To accommodate the motor, the firewall had to be cut and a custom steel bonnet had to be built.



SPEED HUNTERS STEFAN KOTZE

Although the donor engine was in good condition, Wessel wanted to ensure there'd be no trouble down the line as S85s are known to run bearings, even at relatively low mileage. The motor was completely rebuilt with forged pistons, forged con-rods, and race bearings. A full exhaust was also built for the



stopping power, M6 discs and calipers were fitted front and rear.



car, to help let the V10 sing. Final power output is a dyno-measured 493hp and 491Nm. To put the power to the wheels, the standard M6 7-Speed SMG gearbox was used, and it works flawlessly. A manual M6 gearbox would've really made this car insane, but they were only offered in North America from 2007 onwards, in very limited numbers, so finding one would've been almost impossible.

Nonetheless, the SMG box makes driving really easy. The 850 was meant to be a cruiser anyway, so an auto box suits it just fine in my opinion.

The wheels are 20-inch Vossen CV5s in a machined matte graphite finish, and wrapped up in Falken Azenis FK458 tyres, 255/30R20 up front and 295/25R20 out back. For improved

This build took hundreds of hours to complete, but if you look at the car and take a spirited drive in it, you can see how it's been totally worth it. And further to that, Wessel said that if you took this car to a BMW dealership, you could service it just as you would any other E63 M6. The owner of the car has enjoyed it for some good time now, but he's looking at some new projects and doesn't want this car to just sit, so he's put it up for sale. I'm sure it won't go cheap, but whoever snaps this up will definitely be getting something awesome.

Stefan Kotzé Instagram: [stefankotzephoto](https://www.instagram.com/stefankotzephoto)



Alexander Murphy's 8 Photo, from the 2020 E31 Chapter Photo Contest

E31 The 8 is Back!

Editor's Note: At the recent release of the new ALPINA B8, Alpina revisited the 8 Series B12 5.7. Here is their press release, Courtesy of Alpina News, March 25, 2021.

"BMW and ALPINA present to you a true work of art in the form of the most powerful, most masterfully crafted and most expensive series-produced Gran Turismo of German origin". With this "light-hearted" proclamation, ALPINA founder Burkard Bovensiepen introduced the BMW ALPINA B12 5.7 Coupé to the press in 1992. Based on the BMW 850 CSi Coupé (E31), 57 units of the V12 classic were produced in an exclusive small series in Buchloe at the beginning of the 1990s. Together with the BMW ALPINA B12 5.0 - of which only 97 units were built between 1990 and 1994 – these extraordinary Coupés spearheaded the ALPINA model portfolio of that time.



though-flow optimised, powder-coated intake system and a stainless steel exhaust system with stainless steel exhaust manifolds and metal catalysators, the 2-valve engine attains optimum thermodynamic efficiency. With these technical refinements, the twelve-cylinder

engine not only offers enthralling power characteristics, but also an unmistakable, sonorous V12 sound.

ALPINA heritage

In addition to the unique leather upholstery with blue-green details, the interior also features polished burr wood and the ALPINA production plaque with individual build number. The 18-inch wheels in the classic 20-spoke design and the ALPINA Deco-Set give the exterior of the Coupé the unmistakable appearance of a super rare ALPINA classic. 5.7-litre engine displacement, 57 exclusive automobiles.



"Road rocket"

The driving performance? Breathtaking! It was not without reason that the press referred to the BMW ALPINA B12 5.7 as the "road rocket". The BMW ALPINA B12 5.7 Coupé can reach a top speed of 300 km/h – the first model to do so in ALPINA's corporate history.

Under the striking carbon hood is a 5.7-litre V12 engine that delivers a power output of 416 hp – a gain of 36 hp compared to the BMW it is based on. Thanks to a maximum torque of 570 Nm, the power delivery – by standards of those times – is almost never-ending. With a compression ratio of 10:1, a



Technical data

Engine V12
Engine displacement 5,646 cm³
Power output 306 kW (416 hp)
Maximum torque 570 Nm
Acceleration from 0 to 100 km/h 5.8 seconds
Maximum speed 300 km/h

The press release that introduced the BMW ALPINA B12 5.7 declared: "The pleasure of owning this 300 km/h fast automobile comes at a price, and possession of it will be limited to a select few – not least because of its elaborate manufacture, much of it by hand".



Only 57 specimens of the V12 classic were produced at the Buchloe automobile manufactory between 1992 and 1996. Nowadays, the Coupé is a rare, sought-after collector's item. Nevertheless, as Burkard Bovensiepen already made clear during the vehicle presentation: "You do not have to own this automobile to marvel at it; without doubt, it is a landmark at the pinnacle of German automotive engineering."



Vencent Gomez' Photo of his 8 shopping at night. Photo from the 2020 E31 Chapter Photo Contest.

E31 How to replace the Pilot Bearing, and eat your tools too!

Photos and Story by Roger Wray

As many know, I am restoring a 1994 850CSi, which is the actual CSI Car & Driver Magazine did their road test article in their April 1994 issue. A while back, I noticed that the clutch peddle was getting soft, and ultimately it went to the floor. Ok I thought – it's gotta be the clutch slave cylinder. Sure enough, the slave cylinder was bad, so I purchased a new one and one Saturday a neighbor came over and I replaced it. When we went to bleed the new slave cylinder, we heard a loud "swish" noise, at which time my neighbor said "that didn't sound good". When I checked the clutch peddle I noticed it was all the way to the floor again, and I looked under the car to find a puddle of new hydraulic fluid which was leaking out the bottom of the bell housing. I won't repeat what I said, but needless to say, it was not good.

I crawled under the car and found that something had happened to the new clutch slave cylinder. Upon removal, I found that it had come apart inside the transmission. Again, I uttered several things that cannot be printed. I thought that I could try to use a borescope and see if I could locate what was inside the bell housing, and sure enough – there they were. Five pieces of the clutch slave cylinder all laying in the bottom of the bell housing. I was able to fish out 3 pieces, but could not get the other 2 out. More unprintable words came with the realization that I would have to pull the transmission to retrieve the other 2 pieces.

The CSI was placed on 4 stands and blocks under the wheels high enough to get everything done and support the suspension. Out came the exhaust, heat shields, and drive shaft. Next came the transmission. My simple clutch slave cylinder replacement



had just become a very labor-intensive project. Most of you that know me know my middle initials are MC, as in "Mission Creep" when I am working on the car, so I thought that while the transmission was out, I might as well check the specifications on the clutch. The clutch only had about 40,000 miles on it according to the service records, but it was right at the limit, so the MC side of my brain said to go ahead and change the clutch while I was in there. Ok...clutch = clutch + Pressure Plate + check Fly wheel + check all seals. Plus the Pilot bearing. OK – new clutch – check. New Pressure Plate – check. Fly Wheels – rare as hen's teeth

now – checked with a machine shop with an owner as old as me and doing these for years – says resurfacing the flywheel is no problem. Done – check. Pilot Bearing...huh? That little thing?

Ok – here is where it gets interesting. I checked with the BMW manual...what...using bread that you eat is an acceptable and recommended method to remove the Pilot Bearing? Heck...I eat bread, not feed it to my cars! I spoke with a couple of other E31 owners and one verified that it is an acceptable and preferred BMW method to remove the Pilot Bearing....riiiiiiiiiight!!!

I thought, OK – I will just youtube it. Riiiiiiight! But, sure enough, there were youtube videos of removing the pilot bearing with bread. White Bread! I thought, yeah, I don't know what these guys were smoking, but, you have got to be kidding. So, unbelieving me, I went out and bought a Pilot Bearing Puller. Stupid me did not take the Pilot Bearing with me when I bought it. The new Pilot Bearing puller was too big to fit into the internal diameter of the bearing. So, I go out and return the puller, and

stopped by the dollar store to buy the cheapest loaf of white bread I can find. Get this...white bread is recommended to do this – not multi grain bread. Riiiiiiight! So I thought, well, it is

on youtube, which is kinda like Google, so it has to be true! And, it was recommended by another E31 member. Riiiiiiight!

just purchased bolt. Shove in bread, force it in. Shove in bread, force it in. Riiiiiiight!



But, then something magical started to happen. That Pilot Bearing starts to move. More force feeding. Then all of a sudden, just like an infant that has had enough to eat, the car decides to "Puke" out the pilot bearing. Holy cow, this force feeding thing worked!



So, Pilot Bearing in pocket, I set off to Lowes to buy a bolt or wooden dowel that fits as closely as possible to the internal diameter of the Pilot Bearing as recommended in the Youtube video. After arriving home, under the car I go, and proceed to "feed" my car bread. And just like a baby that does not want to eat, I "force feed" my CSI bread, then beat it into place with the

The old Pilot Bearing came out slick as a whistle. The newly compacted white bread plug was then removed with a screw driver revealing a clean space devoid of bread. So, I guess those crafty German engineers knew what they were talking about when they recommended using bread to remove a Pilot Bearing. White Bread!



been so skeptical. I think it only took 4 or 5 slices of bread. The crust was removed, as recommended, before the force feeding, and the process was a lot easier than I thought it would be.



So if you ever need to remove your Pilot Bearing, remember to feed your 6-speed bread. White Bread. Not whole grain. And of course, being a BMW, no crust – well, they are picky as we all know.



In went the new pilot bearing, flywheel, clutch, pressure plate and all the trimmings followed by new seals, and the transmission reinstalled. All in all, it took maybe 5 or 6 minutes to remove the Pilot Bearing. And it would probably have been less had I not

Now I have some left over bread. Where is my toaster and butter when I need it!

Editor's Note: Gary is our resident expert on interior restoration and seat dyeing, and the owner of Gary's Garage. You have probably seen some of Gary's work on Alec Cartio's vehicles that have commanded excellent prices at recent sales. This speaks volumes for Gary's work. I reached out to Gary to update his original article from 2 years ago, and below is his original article and update.

Like many car enthusiasts, I enjoy working on my own cars. It's that DIY mentality that challenges us when we break things in the process, yet rewards us with the satisfaction of fixing things ourselves and learning new skills. With the high cost of having seats professionally recovered, I decided to try repairing the torn and weathered seats in my '91 6-speed using Leatherique (www.leatherique.com). More recently, I used Colourlock (www.colourlock.com) to repair and re-dye the seats in my '97

840, and to touch up some light wear areas in several other cars. Their web sites provide lots of information, videos, tutorials, and customer testimonials; so this is simply a summary of my experience as a first-time user.

The steps to repair and re-dye are similar, but the products and their application are different. Here are the products I used:

Steps	Leatherique	Colourlock
Clean and Condition	Rejuvenator Oil and Prestine Clean	Mild & Strong Leather Cleaner, and Leather Protector
Hole/Tear Repair	Instructions how to tuck and glue a leather patch	Backlining Cloth and Leather Glue
Crack Repair/Filler	Crack Filler (white color)	Fluid Leather Filler and GLD Pen
Dye Preparation	Prepping Agent	Leather Cleaning Spirit (cannot ship to U.S)
Colored Dye	Leatherique Dye	Leather Fresh Dye

My initial research led me to purchase Leatherique products to repair and re-dye the very dirty, hard, dry, cracked, and torn Parchment seats in my '91 6-speed project. Initially, I used a variety of store-bought products to clean as much surface dirt as possible before applying their Rejuvenator Oil. The process involves rubbing and deep massaging the oil into the seats by hand, and parking the car in the sun with the windows up for a day or more to create a steam bath. It is supposed to lift the dirt and perspiration to the surface and then is wiped off using their Prestine Clean solution and a clean cloth. I did this many times. Although the leather in our early cars is much firmer than later cars, it still felt like cardboard. I finally got up the nerve to prepare for dyeing (the leather, not me). With Leatherique, you apply the Prepping Agent with 400-600 grit wet/dry sandpaper to remove the old dye per their instructions. Yikes! Sandpaper on leather? This thin pink fluid is very interesting. When applied with a cloth, it does nothing. However; when applied by wet sanding, the old dye magically melts into slurry and removes easily with lots of paper towels. To my surprise, the leather now seemed much softer as well.





around the edges after usage. The finished product looks great but dried and flaked off in a few small areas after several months. I've been told by others they've had the same experience. Could be my preparation and application technique, but I felt I was spray painting a water-based product on top of the leather surface. Wait! That's exactly what it is.



My current project car is a '97 840Ci with Silbergrau (Silver-Grey) leather. As you can see in the photo, the driver seat bolster is severely damaged. Not satisfied with my Leatherique repair and wanting to try a product I could "rub" into the leather like shoe polish, I decided to try Colourlock. Although I had used the Leatherique Rejuvenator Oil and Prestine Clean many times on the cardboard leather in my 6-speed, I still had a lot left in the 32 oz. bottles, so I drenched all the seats in oil and parked in the sun for about a week before using Prestine Clean. I then used the foamy Colourlock Mild and Strong Leather Cleaners with a soft scrub brush to clean the natural creases. I've now used it on other cars and it really works well as a cleaner followed by their Leather Protector which provides UV protection.

I then proceeded to fill two inch-long openings caused by cracks in the dry leather -- one in the driver's bolster and the other in the passenger thigh support. I tucked a piece of leather inside the gaps, rough side up, and glued in place according to their instructions. If done again, I would use a thin piece of vinyl because the thickness of the leather patch slightly raised the seat's leather around the parameter of the patch. Next, I filled the openings with their Crack Filler, which looks like white glue, repeating the process several times to build it up to surface level because the filler settles as it dries. It's water-soluble, so I used my best DIY drywall patch skills to level and texture the patch.

Leatherique recommends applying the dye with either an artist-quality acrylic brush, or an airbrush. I tested using a brush on the rear center armrest. I could not get it to dry without brush marks, so I decided to remove all the seats and borrowed an airbrush from Fern, which he had used with Leatherique in his famous wide-body 840. Spraying the seats filled dry cracks, created a uniform finish, and looked great!

In summary, I like the Rejuvenator Oil and the Prestine Clean for deep cleaning and softening leather. I've used it on softer leather in later cars and it works well. The crack filler "cracked"





the Leatherique Crack Filler, the Colourlock Fluid Leather can be ordered in the matching color, sets up fairly quickly, and is not water soluble. It does settle and sink requiring multiple applications to build up to surface level. I then spread Fluid Leather over the entire worn areas using a thin putty knife followed by smoothing the surface with the GLD pen. It's filled with some type of solvent in a container similar to a large felt pen with a wide flat tip.



First, I glued the supplied thin mesh Backlining Cloth material tucked into the openings using Colourlock Leather Glue. Unlike

The Colourlock method to prepare the cleaned leather for dyeing requires the surface to be degreased using their Leather Cleaning Spirit, but they are not allowed to ship it to the U.S. They advised me to use any solvent-based degreaser. I used Gunk engine degreaser on a microfiber towel to wipe the surface, followed by a mild soapy water solution, and finally wiped with plain water. The Leather Fresh Dye is applied by blotting with a foam sponge. It took several coats to blend the color evenly as I had to dye the entire front seats because the color didn't match perfectly. They had never made BMW Silbergrau before so the sample they received from Germany must have been a few shades lighter in color. However, I really like the results and this application method vs. an airbrush. The Leather Fresh Dye also seems to permeate the leather much more so than Leatherique. I also ordered Leather Fresh Dye in Parchment and Black and touched up mildly worn areas on several friends' cars. I simply cleaned the scuffed areas and dabbed on the dye in just a few minutes. It blended well and matched perfectly with the surrounding leather. Both companies provided excellent customer service and helped me order the

correct products. I like the Rejuvenator Oil and Prestine Clean from Leatherique for reviving old dry leather, but I really like the Colourlock products for repairs and dyeing the leather. Visit their websites to learn more and decide for yourself. Compared with the cost of recovering seats in new leather, I highly recommend this DIY project. Live and let dye!

March 2021 Update:

I've now used Colourlock materials on a variety of BMW's and more recently on a Jaguar XLS. Other than their generic Black color, the special BMW car colors I've ordered include Light Parchment, Parchment, Light Silver-Grey, Silver-Grey, Grey, and Sand Beige (on an E38). I found all to be an excellent color match and blends perfectly. Having now used Silver-Grey on several other cars, I realized this color IS a good match for our cars and it was the leather in that specific '97 840 that had become darker with age and sun exposure. Recently, I ordered a custom-matched dye for the Jaguar Cream leather color which they had not made before. I mailed Colourlock a 2"x2" piece of leather cut from underneath the rear seat and soon received the custom color dye and it was a perfect match as was the Fluid Leather in the same color which I always order.

As mentioned previously, Colourlock is not allowed to ship their degreaser/prepping product into the US. I learned to make a solution of equal parts ammonia, rubbing alcohol, and water as a home-made substitute for Tri-Clean commonly used by upholstery shops to clean and prepare leather for dyeing. It cleans and degreases when applied with a clean cloth but can remove dye when lightly rubbed with very fine wet/dry sandpaper.

Each dye kit includes a small block of foam for applying the dye. I spread the dye evenly onto one seat panel at a time, then tap-tap-tap the wet dye to remove any streaks, and dry the panel using a blow dryer. If too much dye is applied repeatedly to cover blemishes, it will cover the texture and result in a smooth surface. This may be the trade-off if the leather is severely worn. After allowing the dye to completely dry for 24 hours, you can then apply their Leather Protector with UV protection. Although there's no substitute for reupholstering seats with new leather, the results with about \$100 worth of Colourlock materials can be amazing, especially if the leather is not severely damaged. If you try it, I think you'll like it.

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.

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*By Roger Wray
Editor, E31 NEWS*

Happy 2021 Everyone. We're Here!!! 2021!!!. Wow – what a year 2020 was. It does us no good to forget our past – we should all remember and learn. As we attempt to somewhat get back to normal, 8ers everywhere are planning events and meetings. SoCalEights started everyone off with a Wrenchfest the first weekend in April, and the year continues with meetings and Tours. I was recently notified that our German 8ers are organizing a tour with their Z8 bretherin in September. What a great tour that would be. I don't know of an E31 that could cross the Atlantic on it's own, but come to think of it, the E31 is similar in shape to James Bond's Lotus Exprit that could go underwater!

I would like to mention what a great group of enthusiasts we have. 8ers are always willing to help other, and my enclosed article on replacing the pilot bearing is an excellent case-in-point. To say I was skeptical on using *bread* to remove a pilot bearing was putting it mildly, but at the reassurance of a fellow 8 owner, it tried it. I was amazed at how easily it worked. And, I would have never tried it without the encouragement of a fellow 8'er.

Also, what an amazing piece of work on transforming a BMW 850Ci using a donor E63 M6. It just goes to show what time (and money!) can accomplish. The attention to detail is simply amazing. Talk about a sleeper!

Last year was one which none of us expected, but all experienced. It was a good lesson that we cannot take time for granted, and should enjoy our precious times together, as tomorrow is guaranteed to no one. As we continue to plan for 2021, let us work to get together again as safely as possible. If you do get together, please let us know when and where, and we can put the word out. When you get there, take pictures, write up, and send me the information for the next E31 NEWS. And, as always, please remember it is the cars that bring us together, but it's the people that make us who we are.

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

MORE SMILES PER HOUR.



**BMW Car Club
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