

**8 SERIES**



**INTERNATIONAL OWNERS**



*SoCal 8's* May 2012  
**CAR OF THE MONTH ISSUE**

*by: Fern Mora, Southern California*

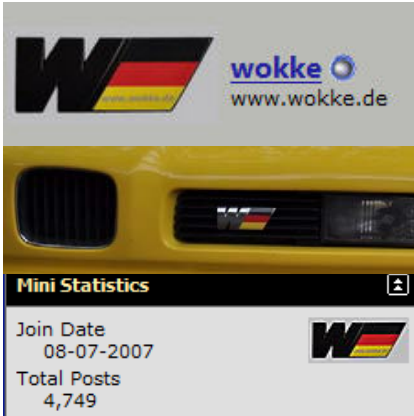


***Greetings from Düsseldorf Germany***





This month issue features a person who does not need introduction to BMW Forums, Wolf Ganssaue or "Wokke" as he is known on forums. Many of us have followed the incredible "rolling" restoration progress on his 850i 03/1990 (2nd oldest one still registered in Germany), VIN CB00181. He has been the envy of most of us on the forums wishing we had the time, fortitude, and skills to take on such an extensive restoration of this timeless machine. This is truly a story of envy and success.



Visits these sites: [www.bimmerforums.com](http://www.bimmerforums.com), [www.roadfly.com](http://www.roadfly.com), [www.8er.ch](http://www.8er.ch), <http://cms.clube31.de/>

Wolf started his "career" as a car mechanic at AVR service (an independent Audi, Porsche, VW garage) in San Francisco in 1979 at the age of 19. He had just finished high school in Germany and moved to Berkeley, CA for 10 months before going back to Munich/Germany to become a student at the Technical University of Munich.

After Completing his university studies he became self employed in the audio business for 5 years building high end equipment. Later moved to the IT business for another 5 years before a large customer (NOKIA) asked him to join their team as a customer service manager for Central & Eastern Europe. This was the beginning of a 15 year industrial career in various international companies.

Wolf's 3rd car he owned was a BMW Model 1802 that followed with E3, E12, E21, E24, E28, E32, E34, E38, and E39 that's an amazing list. Truly has been a BMW loyal owner for roughly 30 years. Personal care has always been a priority and has always performed the work himself. Often when Wolf enters a BMW dealerships to purchasing parts mechanics stop to ask for expert advice on earlier models they are not familiar with. Someday Wolf may venture on a new career as a BMW pre e39 repair consultant. As he has help many e31owner's.

The hobby restoration successes with earlier BMW models turned into a business which focuses on of keeping these BMW's in prime condition. The Development of performance parts and restoration of high end wheels (ALPINA, BBS, AC Schnitzer etc.) has also become part of the new business.

For more information visit "Wokke" Web Site at: [www.wokke.de](http://www.wokke.de)



## *The Start of the Quest to Restore*

**W**e often come across fascinating routes people take to reach restoration project and their idea of making that perfect 8, but Wolf has taken that to the next level.

Here are some of questions Wolf was asked:

**Q:** *What made you pick the 8 Series over other BMW models?*

**A:** *"I already have had most of the older ones starting from 1802 over various E3 all the way up to E38-750iL. Anything younger than that I refuse to even look at ugly as they are. E24 in three different variants are still part of my "collection"*

**Q:** *What is it about the 8 you enjoy most?*

**A:** *"The design is outstanding and timeless. It is also pretty much the last BMW generation where you can do quite a bit of DIY without having tons of special electronic equipment.*

*The E31 is a classic and still fully usable as a DD."*

**Q:** *Where and when did you purchase your 8?*

**A:** *"Bought in Germany as a parts car in December 2008"*



**I**n June 2010 he lost the right front wheel when a wheel fell off because of worn threads on the hub. This started the whole restoration thinking process.



**A**fter the incident the decision was made to repair it and strip the car of everything except the engine and give her a complete restoration.





# *Then it's off to the body shop*



**B**efore the painting could start the decision was made to have the rear fenders slightly pulled out and flared to fit wider 275/40/17 rear wheels. Also running 255/40/17 fronts.



*Now what color should it be*



Now you want flares?

We have lots of work to do

Its an 8 Can't Wait

**I**t went there completely stripped of most removable parts where a hard working group of paint professionals were eagerly waiting its arrival.

**T**hey are truly a great hard working group of professionals. They did an outstanding job. Wolf was very impressed with their quality of work.

**A** little added "Flare" never hurts. It just gives you more room for bigger tires without having to worry about rubbing and adds to the overall body style he was looking for.



# In the paint booth



There are so many colors to chose from but he selected **FERRARI Giallo 102**



A great deal of attention to details was performed when painting and reassembling the car. Nothing was left undone. It had to look unique.



The calipers were completely disassembled and sandblasted prior to being powder coated and rebuilt with new parts.



Cross drilled Zimmermann rotors, E32-750iL 4-piston calipers front. Stainless steel break lines (test fitted before finalizing)



# *Reassembling The Beast*

**F**urther attention to details was made as demonstrated from the following pictures.

All hardware was either replaced or newly zinc plated. All rusty parts got sand blasted and repainted or powder coated. Nothing was left untouched.



**C**ountless hours were spent to make sure all parts were either new or reconditioned throughout the project.

**E**verywhere possible, old hardware was replaced with new or it was zinc plated. There was not a section of the chassis that was not part of this restoration. Overlooking something was not acceptable.





# And there's more!



All OEM parts in the spare wheel compartment

Custom made black Alcan Tara lining was installed in the trunk, trunk lid, rear deck lid, A & C pillars, sunroof cover, and headliner



Special ambient lighting E39 style via orange LED's (custom made by owner)

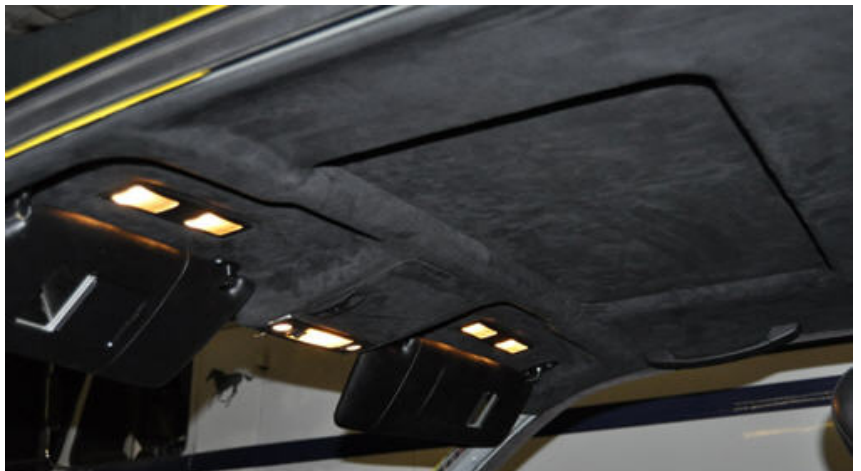
Original BMW sport seats.

Red meter needles in all gauges (custom made by owner)

Audio: Blaupunkt New York RDM127

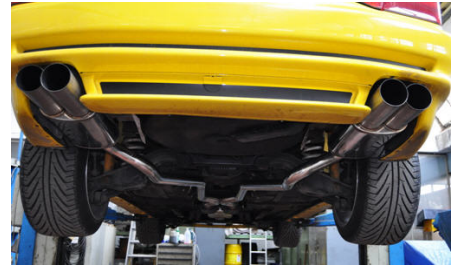
Speakers: 10 ? (3 + 2 per side IIRC)

Total Wattage: He has no idea and doesn't care it just sounds good.

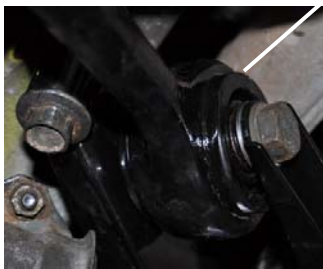




**T**he restoration would not be complete unless the undercarriage was completely redone. As you can see from these picture there were very extensive restorations done. Serious restoration enthusiasts take that extra step. No one section of the car is left to question.



**T**he next step an upgrade of the front axle with the later E31 cross member UND Spherical bearings instead of those always failing rubber/steel bushing in the upper control arms causing repeating front end wobble issues. A stronger CSi sway bar was fitted as well.



**P**recise steering, exact steering response, much less tram lining and complete absence of any kind of shimmy or wobble are the result of this spherical bearing upgrade. Even out of balance front wheels are not an issue anymore. One of the best upgrades which he highly recommends.



**S**uspension: AC Schnitzer custom made by EIBACH





# *Now for the rear drive section*

**N**ext bigger project in autumn 2011 was a complete rear axle overhaul incl. spherical bearing upgrades.

It included replacement of ALL fuel and brake lines as preventive maintenance and of course hardware.



*Before*



**S**way bars: 27mm OEM CSi front, 17mm HARTGE rear added.

*After*



**Clean Start**



# The Drive Train

The car was just done when he found a 3.64 rear end (3.15 is standard in ECE - 850). then rebuilt it and decided to match the color with the car's body

And yes it just has to be Ferrari Giallo 102 Yellow



Now that's  
classy



*Very Clean Undercarriage*





# Oh Yes, let us not forget "The Engine"

## Engine Teardown



Roughly half a year later Wolf decided to experiment with some BOSCH 4-pintle injectors which included some top end engine work like valve cover gasket replacement and "new" inlet manifolds. Also a set of adjustable fuel pressure regulators was installed so he can compensate for the higher capacity of the 19LB injectors. The experiment is still ongoing so he can't give a final judgment on the result. Nevertheless there is a feeling that it makes no sense compared to the original injectors.



Wolf states, "It's My Fetish" He just has to replace all the hardware or zinc it before reinstallation. Is there any part of this 8 that was not touched?

Major Upgrades to Engine: BOSCH 4-pintle injectors 0-280-155-710 instead of original BOSCH 0-280-150-715, adjustable fuel pressure regulators to compensate for higher flow rate of the 4-pintle injectors. Cats removed, custom made stainless steel cat back system with X-pipe and MAGNAFLOW mufflers. Now that's an audio upgrade ☺



Engine has now 245.000km and just recently got a cosmetic treatment like freshly painted valve covers incl. new gaskets, freshly powder coated intakes, 24 new hydro lifters



**T**his is the current status of his 850i as of May 2012. Future project is to locate a used M73 and combine it with the M70 engine electronics and the existing 4HP24 automatic transmission. But for time being Wolf said that he is quite happy with what he has achieved so far and is looking forward to the International E31 meeting 2012 taking place in June in Sweden. Obviously it has been a labor of love for Wolf. It shows in the quality of work that was performed.

**R**oughly 3 months and countless hours of work after the wheel loss she was ready to go back on the road



***My Special Thanks***

*Go to all E31 enthusiast who help keeping those beauties alive by sharing their tips and tricks when it comes to repairs and maintenance. All those dedicated E31 forums are the best online "repair manuals" you can find.*

***Wolf "Wokke" Ganssaue***

***B***ody Kit:

- Front Lower Spoiler: OEM CSi
- Trim: OEM CSi
- Side Mirrors: OEM CSi



**O**n May 7, 2012 Wolf purchased a previously owned M73 for \$500.00 USD including delivery.

This means he has taken the first step to creating his M70B54 project. Keep checking the forums for further project updates



# The Conclusion But Not The End

With the project now completed, or at least to this stage, Wolf spent some time with his friends traveling through some of the most beautiful roads of Norway enjoying the scenery, companions, and without saying his now prized position.

And of course the drive which he documented <http://www.youtube.com/watch?v=BnXR7kvNI5o>

It was a trill ride full of winding roads with little traffic. Norway pictures (cut and paste link into your browser) [http://www.wokke.de/NORWAY\\_2011/SLIDESHOW/](http://www.wokke.de/NORWAY_2011/SLIDESHOW/)



*Can you tell which one is his?*



**F**eatured In June 2011

On-line Magazine:

<http://gearboxmagazine.com/2011/06/the-ultimate-daily-driver/>

## Contact Information



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## *Congratulations!*

*Go out to Wolf for making the May 2012 Issue of SoCal 8's "Car of the Month" You are very deserving and are looking ahead to hear about more new innovations to this beautiful car.*

*Created By: Fern Mora, SoCal 8's*

*"Working hard to keep our 8's alive"*