

BMW E9 REGISTER NEWSLETTER

New Year 2019

ISSUE 59

Welcome to the first newsletter of 2019, somewhat belated as I've been busy working in China for a couple of weeks. As I write there is snow on the ground and so not the time to be taking E9s out, but a good time to plan for 2019 and a few events for the Register and its enthusiasts. In this issue Charles Blessley shows how to test the Auxiliary Air Valve (AAV) and filter, while Chris Gow has supplied a latest update on E9 sales prices and auction results.

We would still like to encourage short articles on your cars in the newsletter, including restorations. Many E9s have interesting past histories, including celebrity owners, so if you would like to share your ownership story or contribute an item please get in touch with me.

Nick Hull CSregister3@gmail.com

Dates for 2019. A few dates for your diary

<u>EVENT</u>	<u>2019 DATES</u>	<u>WHERE?</u>	<u>TICKET DETAILS</u>
London Classic Motor Show	14-17 Feb	Excel London	www.thelondonclassiccarshow.co.uk £25.00. quote BMW CCGB for discount
Cassic Car & Restoration Show	22-24 March	NEC Birmingham	Necrestorationshow.com. quote discount code C1833RS19 before 21 March
Bicester Heritage Sunday Scramble	28 April	Bicester airfield	www.bicesterheritage.co.uk/events coincides with UK 'Drive It' day
Sharknose Meeting, Holland	16-19 May	Autotron, Rosmalen, Holland	Contact Richard Baxter. Sharknose@bmwcarclub.co.uk
Silverstone Classic	26-28 July	Silverstone. Northants	Earlybird ticket using code CCD0032019 to 31 May. www.silverstoneclassic.com
BMW Car Club National Festival	11 August	Gaydon	Further details at bmwcarclubgb.co.uk
Classic Motor Hub	Sept	Bibury, Gloucs	German Car Day – breakfast meeting info@classicmotorhub.com

For Silverstone Classic, the Club has secured some rooms at the Holiday Inn Express Northampton at £105/night – quote code BMW. Call hotel directly 0871 902 1627.

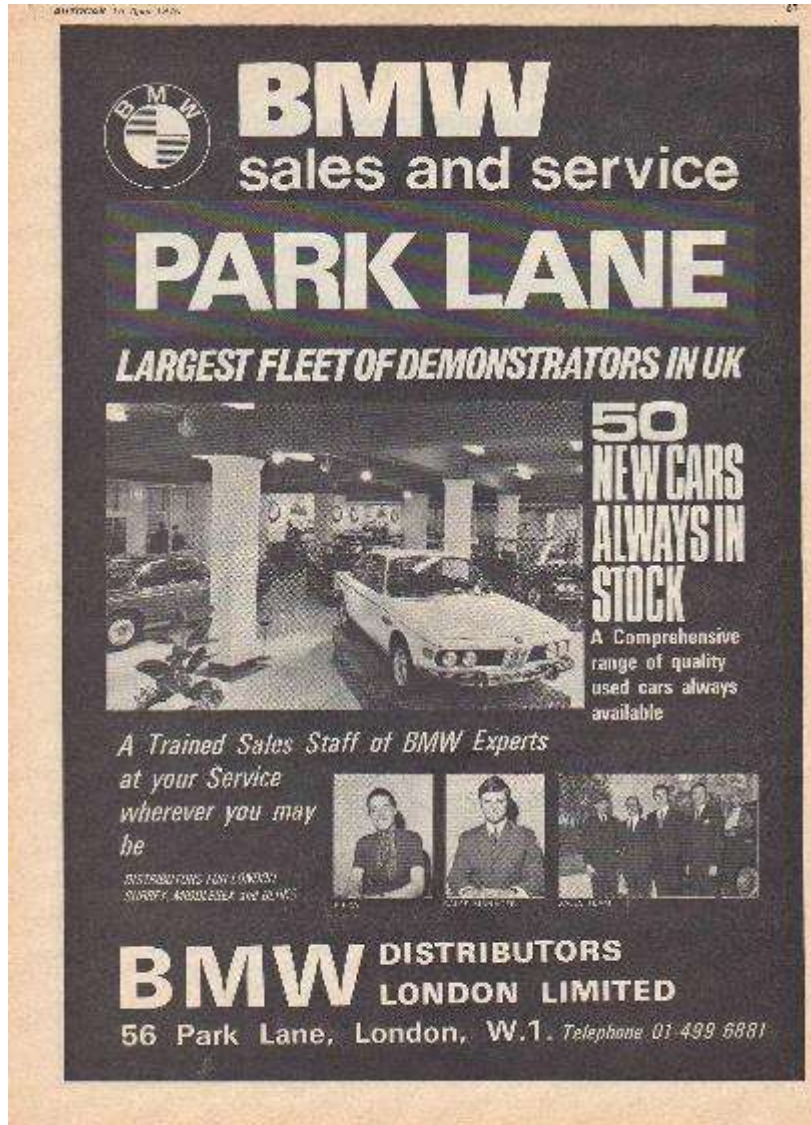
BMW UK and the E9

In the last newsletter I had consulted an old April 1970 copy of Autocar magazine, in which a whole section was devoted to BMW. At that point BMW UK were increasing sales at a fast pace and were able to offer a full range of cars for the first time, with the arrival of the 1602/2002 range at the lower end and the big E3 and E9 6-cylinder cars at the top end.

It's interesting to note how in many ways their image was closest to Triumph, offering nicely-engineered cars that were a step-up from run-of-the-mill Fords, Vauxhalls and BMC cars, with a sporting chassis and nicely-trimmed interiors targeted to the wealthier middle classes.

In the late 1960s awareness of the brand was quite hazy in the UK, with the 1500 and 2000 'Neue Klasse' saloons never quite hitting it off with buyers, while there was still a hangover image of quirky rear-engined budget cars such as the 700 and Isetta bubble cars.

The Triumph analogy has a second link through the Michelotti styling connection that both brands possessed. Giovanni Michelotti was responsible for styling all the Triumphs throughout the 1960s from the Herald onwards, and one can see similarities in the Herald and the BMW 700 styling, also the 1300 and 2000 saloons and BMW, with similar roof and tail treatments and use of the 'Hoffmeister kink' in the rear door. Triumph also pioneered the fitment of 6-cylinder engines into compact saloons with the Vitesse, plus early use of fuel injection with the TR6 and 2.5PI saloon – both features that BMW would champion into the 1970s.



What BMW lacked was a comprehensive dealer network and it's fascinating to note how their network was comprised at that time. BMW UK were a concessionaire based in Portslade, near Brighton, with BMW Park Lane acting as their main flagship London showroom.

BMW Park Lane also handled all the sales for servicemen and NATO staff – something that was particularly relevant as far the E9 and E9 were concerned. Indeed, our Register records show a large number of E9s that were sold through BMW Park Lane and subsequently used for a couple of years in Germany or abroad, before being brought back to the UK.

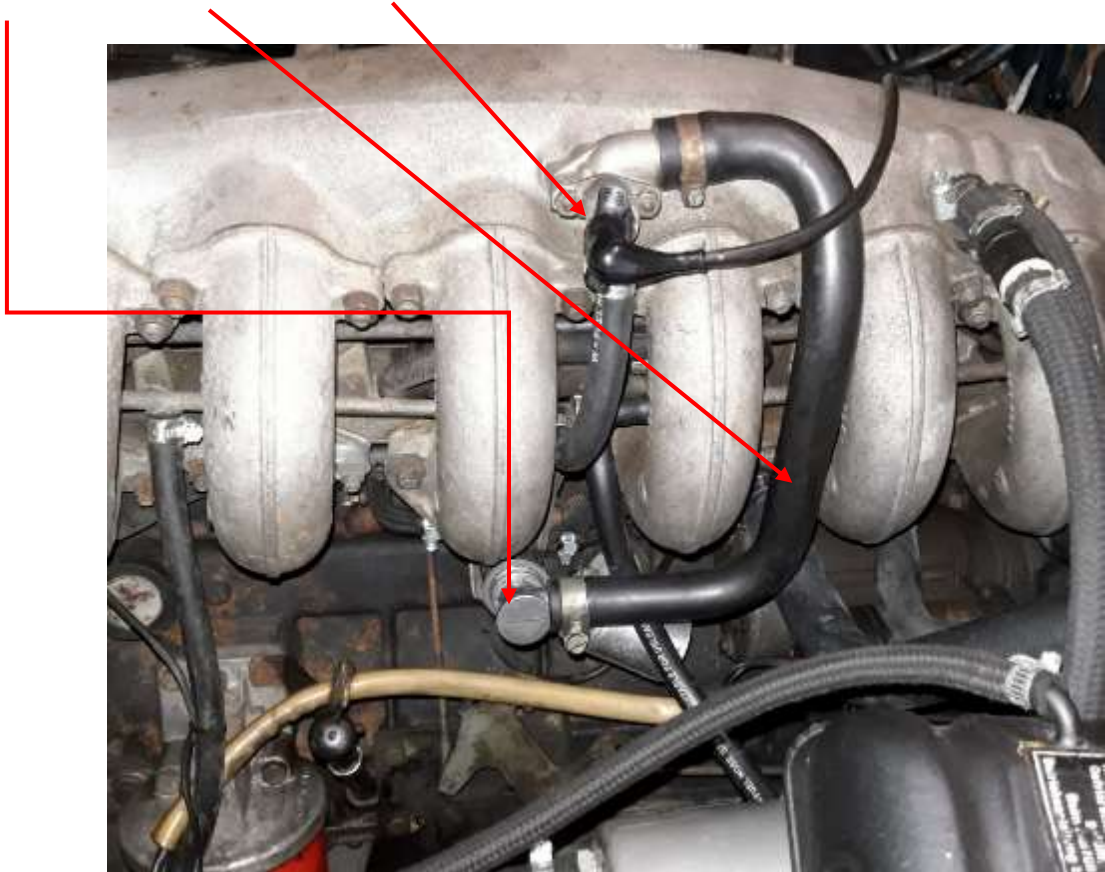
We'll continue to tell the history of BMW in the UK in subsequent issues.

Auxiliary Air Valve (AAV) Test and Filter Fix – by Charles Blessley.

The E9 fuel injection system uses an Auxiliary Air Valve (AAV) when starting and running cold. In operation this valve allows additional air into the inlet manifold when the engine is cold to keep the mixture correct during the time when the cold start injector is operating and the ECU is also injecting more fuel. The AAV is controlled by the temperature of the coolant water flowing through it. When cold it is fully open allowing this addition air into the engine,

and it then closes progressively until the engine is hot when it should be fully closed. The cold start injector is operated by a separate circuit controlled by a separate sensor, which squirts fuel directly into the manifold when the engine coolant is below 35° C. Above 35°C it cuts off and leaves the ECU, which is controlled by its own sensor, to enrich the fuel until the engine reaches operating temperature.

Auxiliary Air Valve, air pipe, manifold injector on a fuel injected E9 CSI



As open this AAV valve is allowing air from the engine bay into the engine it must be filtered to avoid dust and give clean air. From new the AAV had a canister filter attached to it, inside this canister is a paper filtering element similar to a fuel filter.

Why it is important that you AAV valve works

“Unfortunately there is no warning if your AVV has failed and is sticking open. But you will notice your engine running fast on tick over (should be about 800 RPM but will now have risen to about 1,200 RPM) and your normal running temperature will increase on the temperature gauge.

THIS IS BECAUSE YOUR ENGINE WILL BE RUNNING WITH A WEAK MIXTURE (TOO MUCH AIR) and this is a bad situation as it can lead to burnt out valves.

To test an AVV when the engine is hot, place a small square of tissue paper over the end of the AVV air filter and IF IT STAYS SUCKED ONTO THE FILTER INLET then the valve has not closed. Unfortunately, the AVV does not fail safe.

This is not a fatal condition in the UK because our engines are rarely cold for long so it is ESSENTIAL to take off the air pipe shown in the picture and to seal off the inlet to the

manifold as a palliative measure. This cuts off the leaking extra air from the faulty AVV and the hot, running mixture, will return to normal controlled by the ECU.

Starting might be a little more hesitant as the mixture will be very rich in fuel for a short time until the ECU senses that the engine is up to running temperature and reverts to normal control.

But you definitely do not want a permanently WEAK mixture when normal running. You can run your car permanently like this until you can get a working, used, AVV from another CSI/CSL or a pre-1981 6 Series or a pre-81 528 or 535 5 Series.

(The test for an AVV is to immerse it in boiling water to look in the outlet to see that the sleeve valve has closed. Do the test in the scrap yard before buying)"

When my AAV failed I managed to track down a working used unit, however on close inspection the filter canister was rather dirty and the paper element very brittle and well past its best. It is a sealed for life system and once I dismantled it I realised that I needed a replacement, however these are no longer available. Considering the relatively little use it gets I decided to utilise the approach taken in motorcycle or lawnmower air filters, this being an oil soaked sponge element. This sponge is then squeezed out to leave an oil impregnated sponge filtering element.

AAV and filter canister

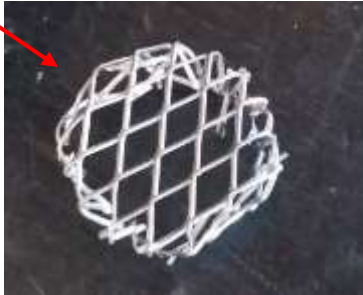


Sponge cut to size to allow for an interference fit, ie squeeze it in.



To ensure that the air flow could pass through the entire width of the canister and sponge, rather than just the sponge next to the outlet of the canister I spaced it away with some rust resistant gauze. Then held it in place with another piece of gauze as a cap. This second piece was secured with a pin arrangement.

Spacer



Canister with spacer gauze installed and securing gauze cap ready to fit.



Finished article which has been tested and found to be fully functional.

Enjoy your E9 and if you have any similar fixes or ideas please let me know, I am sure others would like to read about them - Charles Blessley

Seen and Heard

Alun Parry has been in touch to inform me that Gary Woollatt sadly passed away very suddenly last June. Gary ran a well-known BMW repair business that several E9 owners have used and Alan is handling the closure of this long established business for his family, plus the sale of his classic cars and motorcycles.

Alun says "Gary was my closest friend for over 30 years and it remains a huge shock to us all. He had an undiagnosed heart condition it seems and was only 58." Alun has several E9

parts listed for sale – see end of newsletter. Alun is BMW enthusiast too, with an E21 Alpina B6 2.8 and an E23 745i.

The late Rick Dickinson's CSL is still being offered for sale by his family. Considered to be a bench mark car by the Club CS Register and one of the outstanding CSLs in the UK. This car was the subject of an extensive restoration by Rick and only completed last year. £170,000. All enquiries should be made to Tim Smith tim@tjsmith.co.uk

Auctions and Annual Price Update

Recent sales of E9s include the following:

2018	SOURCE	COUNTRY	MODEL	VIN	REG	ENG	CONDITION	TRADE	PRICE	SOLD?
JUL	Leominster	UK	CSL	2285144	SPF 5M	3.0	Restored	Auction	£88,000	Yes
JUL	CM Hub	UK	CSi		SCW 977L	3.0	Restored	Yes	£55,000	
AUG	AngliaCar	UK	CSi	2265952	TLN 156M	3.0	Good	Auction	£32,860	Yes
AUG	AngliaCar	UK	CSL	2285253	LVN 216L	3.5	Restored	Auction	£78,440	Yes
AUG	Car&Classic	UK	CSi		FDH 920L	3.0	V.Rough			
AUG	ClassicDriver	Japan	CSL	2275159		3.0	Good	Yes	£114,000	
AUG	DDClassics	UK	CSL	2285426		3.0	Restored	Yes	£150,000	No
AUG	BAT	USA	CS	2240954		3.0	Good	Auction		
AUG	Car&Classic	UK	CSL	2285322	PKE 287L	3.0	Good	Yes	£128,000	
SEP	Bonhams	UK	CSi	2265937	890 BMW	3.0	V.Rough	Auction		
SEP	Bonhams	UK	CSA	4330111	OAD 805P	3.0	V.Rough	Auction		
SEP	Historics	UK	CS	2231716	PPJ 449L	3.0	Race repl	Auction		
SEP	BAT	USA	CSA	4335378		3.5	Restored	Auction	\$130,000	Yes
SEP	Bonhams	Belgium	CSL BAT	2275537	777 DSM	3.2	Good	Auction	£157,300	Yes
SEP	CarSales	Australia	CSL	2285172		3.0	Good	Yes	£180,000	
SEP	FastClassics	UK	CSL			3.0	Rough		£59,995	
SEP	BAT	USA	CSi	4340272		3.0	Restored	Auction	\$49,250	Yes
OCT	COYS	UK	CSi	4350157		3.0	Restored	Auction		
OCT	E9 Forum	UK	CSL	2285212	MUV 59L	3.0	Fair		£55,000	
OCT	ebay	UK	CSi	4350068	KFH 520P	3.0	Good	Auction		
OCT	ebay	UK	CSi		SKS 743M	3.0	Rough	Auction		
OCT	ebay	UK	CSL	2285481	JUT 99L	3.0	Good	Auction	£47,000	
OCT	BAT	USA	CS	2250090		3.0	Rough	Auction	\$14,500	Yes

OCT	BAT	USA	CS	2250486		3.5	Restored	Auction	\$45,000	No
OCT	E9 Forum	Netherlands	CSL Alpina	2275254		3.0	Good	Yes	£138,000	
OCT	BAT	Germany	CS Alpina?	2205017		2.8	Fair	Yes	\$170,000	
NOV	E9 Register	UK	CSL	2285177		3.0	Restored	Private	£170,000	
NOV	Car&Classic	UK	CSL	2275501	KUK128N	3.0	Fair	Yes		
NOV	Car&Classic	Netherlands	CS			3.0	Excellent	Yes	£45,000	
NOV	Bonhams	UK	CSL	2285482	TLH 40M	3.0	Good	Auction	£73,600	Yes
NOV	BAT	USA	CS	2240751		3.0	Restomod	Auction	\$78,000	No
DEC	Coys	UK	CSi	2262705	GEL 92L	3.0	Restored	Auction		
DEC	E9 Forum	USA	CSL Alpina			3.5	Excellent		\$325,000	
DEC	E9 Forum	Australia	CSL	2285035		3.0	Excellent		£250,000	
DEC	Car&Classic	UK	CSi	2262469	MLC 76L	3.0	Restored		£40,000	
DEC	BAT	USA	CS	2240579		3.0	Good	Auction	\$27,000	No
JAN	AngliaCar	UK	CSi	4350043		3.0	Good	Auction		
JAN	Justin Banks	UK	CSL	2285144	SPF 5M	3.0	Restored	Yes	£99,995	
JAN	DD Classics	UK	CSL	2285426		3.0	Restored	Yes	£134,950	

By way of comparison, Hagerty quotes the following CSL standard values by condition:

Fair	Good	Excellent	Concours
£46,500	£66,300	£97,200	£126,000

Batmobiles: £250-£300k.

It does seem that the spectacular rise in classic car values might now have peaked and there has been quite a softening in prices in recent months for many marques – including BMW. For certain E9s there remains strong demand – for instance full restoration projects and top condition concours examples – but for others in the middle ground buyers are becoming far more circumspect, carefully weighing up the cost of necessary cosmetic improvements against the speculative value of the car.

Parts for sale

Alun Parry is selling parts from Gary Woollatt's collection. These include the following E9 parts:

- Complete set of CSi instruments with wood trim in very good condition
- A new and packaged front door glass (clear) which is for drivers side.
- A used RHD exhaust downpipe
- One or two new Bosch warm up regulators for D- Jetronic injection.

Contact alun.parry@suzuki.co.uk

Ted Teece is selling these parts:

- 7Jx16 - 3 off alloy wheels with 205-557 x 16 Goodyear tyres.
- 8Jx16 – 2 off alloy wheels with 225-557 x 16 Goodyear tyres

price £3,200 for all. Contact Ted Teece 01922 451894.

Alan Skyrme is still offering the following parts for sale. For full details and prices contact Alan at: skyrme@onetel.com

- M30 cylinder head off 1991 535i complete with cam /valves/rockers. No corrosion
- M30 cylinder head off 1987 528i -----as above-----
- M30 cylinder head AMC -----as above-----
- Alternator 55amp internal regulator NEW
- Water pump NEW
- Pair front shock absorber strut inserts Genuine part 31 32 1 112 664 NEW
- Radiator for Manual gearbox - Used
- Radiator for Auto gearbox - Used
- Power steering pump - Used
- Pair front brake calipers Rebuilt 2800CS/CSA solid disc
- 2800CS/CSA brake servo - Used
- Rear brake shoes - New 2800CS/CSA
- Starter motor - Used
- Fuel/Temp gauge - Used
- 1 x Hub cap for Cromadora wheel - New
- Pair of front brake discs - New for 2800CS/CSA not vented
- Clutch slave cylinder - New
- 2800CS/CSA brake master cylinder - Rebuilt
- Thermostat housing - New
- Pair of door mirrors
- Mild steel exhaust system - Used
- Workshop manual. BMW genuine
- Parts manual. BMW genuine
- 2800CS/CSA Owners handbook. Unmarked
- 2 x headrest dark blue velour 12mm later cars - used
- 1 x headrest dark blue cloth 10mm early cars - NEW
- Various steering column switches for indicators/wipers etc – used

Nick

