



SoCal 8's March 2012
CAR OF THE MONTH ISSUE

by Fern Mora

SoCal 8's Features
Taylor Patterson's 850Csi



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Owner: Taylor Patterson, Cardiff-by-the-Sea, CA – 1995 850 CSi #CD00166

"Effortless in design and function, and ahead of its time when introduced, the E31 8 Series is simply one of man's most marvelous creations."



A total of just Only 225 shipped to the US, the 850CSi is still today the lowest production run of any car in BMW's history. This one has many highly desirable upgrades. Always garaged, she was the **1st Place Winner of the 2011 San Diego Chapter BMWCCA Clean Car Contest** in the Super Clean category.

The classic look of the rare BMW 850... Arguably one of the most beautiful cars BMW ever produced, you know the history: Low volume, high priced early 90s car that was introduced just when the economy started to slide. A huge 2+2, it was a luxury land yacht that screamed "I have arrived."



***Nappa Leather
Interior with
Modern
Conveniences.***

His E31 cockpit has always been a fine place to spend time. Considered extremely modern when first introduced to the world, even today it remains complete in its single purpose: to providing the pilot with

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pure driving pleasure with the lowest work load possible. Everything is right where you'd expect it should be and Taylor surly enjoys every mile of driving comfort.



His Csi has been tastefully updated to reflect modern conveniences like Bluetooth stereo and iPhone integration, Homelink, Compass, Auto dimming rear view mirror, and this fantastic //M stitched three-spoke single stage airbag wheel. This one has Black Napa/Lotus White Leather (N4LO). Every 850CSi features a special instrument cluster with red needles, a 300kph/180 mph speedometer and a unique tachometer with a graduated redline (to reflect the variable rev limiter). There are also special plates with the "M" logo on both door sills. The U.S.-spec 850CSi is further distinguished by its standard Yew wood trim on the dashboard, front and rear center consoles, door panels and rear side panels. Several other types of wood trim could be ordered as an option in other markets.

After spending years hemming and hawing over what HID system to install in his CSi, he finally did it. Oh man... WHY DID HE WAIT SO LONG!!!!? HIDs are a great update to the Eight. Combined with a Euro programmed LKM he now has the scary bright, infamous 'Wall of Light' to find his way on the darkest country roads. He went with slim ballasts to make installation easier. He chose A/C ballasts 70watt ballasts for the lows and 55watt ballasts for the fog lights and 5000K H1 bulbs all around. This resulted in no OBC tweaks needed and no OBC errors with the digital ballasts. Everything is hidden from view so there is no evidence of modification at all, except of course for the enormous amount of light I can produce!



Upgraded Engine Performance.

What an engine. Sometimes he can't help but stare at how well BMW Engineers fit this mammoth V12 into the engine bay. Thankfully, the '95 BMW 850CSi is still as much 'mechanical' as 'electronic' which makes working on the engine a true joy.



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In 2005 the V12 motor was removed and stripped to its short block. Among the upgrades, racing cams were installed, the intake manifolds were extrude honed, the throttle bodies bored out by 3 millimeters, and the heads ported. Freer-breathing Racing Dynamics headers were also installed before the motor was returned to the engine bay.

The Schrick cams really do their work over 4,000 rpm, and the difference is obvious when the engine reaches that speed. Of course the lower differential ration also gives more accelerative grunt at the lower end than the stock differential allows, and it helps the engine rev faster than that of a stock 850CSi; the headers help there too.

A Split-Second engine management system was piggy-backed onto the factory DME to add more fuel where the car needed it and to allow the car to be tuned properly after the modifications.

Though a stock 850CSi V12 motor is no shrinking violet in the horsepower department - 380hp at the crank is stock – Taylor's CSi has now surpassed it significantly, pumping out over 430hp...



Stopping Power,

Stopping this 4,100 lb. beast is never a problem with these Euro CSi 345mm floating front and 328mm vented rears. Additionally, they've been cross drilled and cryo- treated.

Pure Driving Pleasure.

It feels a thousand pounds lighter! Twist the key and the starter whirs for a couple of seconds while enough fuel to get all 12 cylinders going is fed to the motor.

The engine fires with a muted, aggressive burble - it's a hollow, resonant sound that has a hint of a large-displacement V8 at idle.

On an open stretch of road, the massive engine delivers a huge amount of power, hustling the coupe down the road with serious forward momentum. Power delivery is totally linear across the power-band, with no surges or sudden hikes in power. Instead, the velvety V12 provides an ever-increasing wall of torque that pushes you back in the seat as the scenery blurs.



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But!

as impressive as the engine and its seamless power may be, it's the suspension setup that truly rewards enthusiastic driving. Those 430+ hp could be quite a handful even in a 4,100-lb car, yet this 850CSi is surprisingly nimble.

Turn-in is instantaneous and smooth, while body roll is practically non-existent, even when pressing hard. Wow! What a delight it is to drive canyon roads

Enthusiast Support.

One of the most pleasurable aspects of owning an E31 is the tremendous sense of community from all the other owners. There is always a constant stream of support from a healthy and vibrant community of E31 enthusiasts at RoadFly.com and Bimmerforums.com and to them I extend my humblest thanks for

helping me out personally with projects and also for helping to keep this fine vehicle on the road.



More info and pictures of this beautiful CSi can be found at: <http://www.taylorpatterson.com/wp/>

