

**BMW Car Club
of America
North Star Chapter**



North Star Bavarian

June 2013



The BMW M Coupe shown was modified and built exclusively at BMW of Minnetonka.



Here at BMW of Minnetonka, we only say “working on BMWs” because “loving on BMWs” sounds a little creepy.



At BMW of Minnetonka, wrenching on Bimmers is our passion – on the clock, off the clock. That’s why we have the expertise to handle everything from the standard BMW lineup to the mod-stuffed racer you see here. Thinking about what we can do for your BMW? So are we.

For a limited time, BMW Club members receive 10% off parts and service.



The only locally owned BMW dealership.



BMW
of
Minnetonka

394 West of 494

A Proud Member of Twin Cities Automotive 15802 Wayzata Boulevard Minnetonka phone: 952-303-7500 bmwofminnetonka.com

PRESIDENT

Rob Snyder
president@northstarbmw.org

VICE PRESIDENT

Gary Ganser
vicepresident@northstarbmw.org

TREASURER

Larry Atneosen
treasurer@northstarbmw.org

SECRETARY & PHOTOGRAPHER

Tracy Rolf
secretary@northstarbmw.org

ADVERTISING

Gary Ganser
advertising@northstarbmw.org

Dave Nielsen
651.644.6739

advertising@northstarbmw.org

NEWSLETTER EDITOR

Jonathan Bush
editor@northstarbmw.org

MEMBERSHIP

Dale Olson
715.425.8555
membership@northstarbmw.org

SOCIAL EVENTS

John Ford
socialevents@northstarbmw.org

SPONSORSHIP & PHILANTHROPY

Dave Nielsen
651.644.6739
sponsorship@northstarbmw.org

TECH EVENTS COORDINATOR

— position open —
techsessions@northstarbmw.org

WEBMASTER

Brian Thull
webmaster@northstarbmw.org

TECHNICAL ADVISOR

Paul Dzimian
Motorwerks BMW
techadviser@northstarbmw.org

DRIVING SCHOOLS

**DRIVING EVENTS CHAIR
& CHIEF INSTRUCTOR**

Bruce Carlson
drivingschools@northstarbmw.org

DRIVING EVENTS COORDINATOR

Eric Christenson
eric@northstarbmw.org

WINTER & CAR CONTROL

Tyler Arvig
winterschool@northstarbmw.org
carcontrol@northstarbmw.org

What's Inside

Meanwhile, Back At The Wrench	2
Spring BIR Event	5
My Weekend at BIR.....	8
Minnesota Cars & Coffee	10
Classifieds	15

On The Cover

It definitely rained at the Spring 2013 Brainerd event. In fact, it was a rare day it wasn't raining this Spring, no matter where you happened to be.

Jorge Rimblas braved the elements to bring you all our BIR photos this year. We thank him hugely for letting us both stay dry as well as use them.

www.JorgeRimblas.com



"North Star Bavarian" is published by the North Star Chapter of the BMW Car Club of America, Inc. Please address correspondence to P.O. Box 2774, Minneapolis, MN 55402-2774. All information furnished herein is provided by membership for members only. Ideas, suggestions and opinions, technical or otherwise, are those of the authors, without authentication by or liability to the officers of the Club. Unless specifically stated otherwise, the Club endorses no person, product, service or business. North Star Chapter, Inc. is a non-profit Minnesota corporation.

This newsletter and other information about the chapter may be found on the internet at: www.northstarbmw.org

Contact for Ad rates:
Dave Nielsen
advertising@northstarbmw.org

Artwork - TIFF or PDF preferable, Macintosh or IBM compatible to: editor@northstarbmw.org

Deadlines for next full newsletter:
Copy and advertising to editor no later than the 10th of the month preceding publication date, or contact editor@northstarbmw.org

Publication Dates:
3/1, 6/1, 9/1, 12/1



Garage Illogic

We recently took part in a multi-family garage sale hoping to lessen the content load of our oversized, though somewhat cluttered, car hole. While I know we sold a bunch of household items - we made a few hundred dollars, after all - I swear there isn't any less stuff. My shelves are still pretty full and some of the larger items clearly haven't moved.

I'm going to have to pay someone to take that dead television, as I'm fairly certain our usually gracious garbage haulers would draw the line at a Sony 27-inch CRT.

The remaining car parts, consisting mostly of somewhat rare Bavaria/other E3 parts, will have to be cataloged and sold through more car-friendly venues like eBay and the Senior Six Registry email list. Or shuttled off to the ever-expanding inventory in my friend Dale Olson's pole shed. Or unceremoniously donated to the local landfill.

At that point, or shortly thereafter, I'll scrape the popcorn coating off the walls and give everything a fresh coat of paint. I'll trim the lower edges where the sheetrock meets the concrete floor, and maybe rebuild the steps going into the house. The new garage doors and openers should be installed by then.



Strangely, or not, this was the only photo in the ad.

Strangely - or not - and despite the fact I really enjoy having only two cars from a storage and use standpoint, I still find myself scanning the local and national online classifieds via Craigslist.org and SearchTempest.com.

The soupy part of my reptile brain is casually looking for that cheap convertible to play with. After the initial Spring spike, droptop prices in the North Woods are retreating to more normal dollar amounts. BMW project cars that are not disastrously cancerous, a rarity here, have been relatively thick on the ground.

Life while rapidly approaching (or passed by the time you read this) forty years on this small blue planet is all about self-discovery, and my most recent detour took about 12 hours.

My newfound knowledge came in the form of two Craigslist deals which I would have normally pounced all over. But I now know I was meant to own neither a neglected and unloved 1987 BMW 325iC nor a 1981 BMW 633CSI with a completely disassembled interior that hadn't run in several years.

Because, and this is the important part, I learned I no longer have the energy for deep restoration work.

A younger, more ambitious me would have found the time and space for either or both of these cars. That idiot would have worked out where the car(s) would be stored for the winter, trading money and favors and bottles of single malt Scotch for a clean, dry stall. He

would have somehow found the parts to make the car(s) presentable and fun, breathing new life into their old bones. Those parts would have filled up the shelves not yet emptied from the last 15 years of automotive silliness.

In addition to being an automatic, the E30 was just a disaster. Come to think of it, the automatic transmission was the least of its problems. All seating surfaces were completely rotten and/or bent. The convertible top was garbage, and the sad remains of Bronzit beige looked flat and uninspiring. Despite not being completely crusty, there was rust present in the spare tire well and under "one of the back seats" (?).

Oil was escaping from the valve cover gasket. "Or, not from there," according to the owner. It didn't run very well until the engine warmed up. While actually having four tires, only some of them matched and none had tread.

I speak from experience when I say I'm sure the interior and trunk were a moldy quagmire, and that every piece under car was worn out and/or covered in oil. The registration was good through the end of the month, but "you can't drive it because the insurance is expired."

It was cheap, too, but not cheap enough. This car at \$500 was probably too much, and the owner was asking twice that amount. However, if it was a rare Baur top, it would be in my garage right now. Because I'm an idiot savant, but without the savant.

The 1981 633CSi looked straight and clean in the one picture provided. The silver paint glowed faintly even though the car was sitting in a garage. Being a Georgia car most of its life, it was said to be virtually free of rust. Early E24s don't look as bad as some other US-spec BMWs of the same era with their gigantic, battering-ram bumpers. This



The seller's photo cropping prowess, not mine.



Is the whole top made of duct tape?

6er wore neither a chin nor a deck spoiler, adding to the clean visage, though the aftermarket wheels (Gotti? Fittipaldi?) were questionable at best.

Downsides? Well, the car wasn't really nearby, a distance made greater by the fact it didn't run. Coaxing an L-Jetronic-fed big-six to life isn't that hard, but it's still some amount of work. So is

installing an entire interior, though the seller claimed the only major missing bit was the carpet. At least it was a 5-speed. And only \$600.00, or reasonable offer.

I want to believe it was fate the guy never returned our multiple phone calls. I guess I'll go back to cleaning up the garage now.

**EASY
TO FIND!**

1022 E Wayzata Blvd • Wayzata, MN 55391-1811

Seeing this light?
BMW out of warranty?
We can help!

Receive a 79.99 oil change and a free
multipoint inspection on any BMW model!
(Must reference code "North Star BMW" when scheduling)

Contact us today!
952.473.9451
service@eurosportwayzata.com
www.EurosportWayzata.com

Same Day Service

on most repairs



15180 martin dr. • eden prairie, 55344
952-922-1797



Servicing Twin Cities' European Automobiles

JRZ

SUSPENSION ENGINEERING

TURNER
motorsport

VISHNU

- Performance
- Wheel Tire Service
- Service & Repair
- Maintenance
- Competitive Pricing
- Software Tuning
- Modern Lounge / WIFI

T | 763-205-2561

service@imolamotorsports.com

Call us today to schedule your next appointment.

Audi • Porsche • BMW • Mercedes • VW • Mini • Bentley



Spring 2013 Brainerd International Raceway

*Photos courtesy of Jorge Rimblas Photography
(www.JorgeRimblas.com)*

Thank you to our volunteers:

The Performance Driving School organizers and North Star BMW CCA Board would like to thank the following folks who volunteered during the weekend. Their efforts were indispensable and directly led to the event's success and fun (in alphabetical order):

Kelly Christenson
Shayne Hopkins
Anthony Holloway
Ross Luken
Catherine Moore
Jared Sigurdson
Paul Sigurdson

Thank you to our event sponsors:

North Star BMW CCA would like to thank the following sponsors for supporting the 2013 Performance Driving School at BIR. Their contributions are very appreciated and greatly benefited our event.

BMW of Minnetonka for providing pre-event tech inspections, trackside service during the event, door prizes for the Saturday night dinner, and financial support for the event t-shirts.

North Loop Motorsport for partnering with BMW of Minnetonka to create the stylish event t-shirts. Thank you Tom Moran, Peter Halama, and Madeleine Bickel. Additional thanks to Tom for giving a presentation on how to join the world of Chump Car racing.

LaMettry's Auto Body & Collision for providing the bottled water for the event as well as pizza for Friday night's welcome reception.

Frozen Rotors for the generous door prize gifts for the Saturday night dinner and tech session on Sunday.

Motorwerks BMW and MINI for providing door prize gifts for the Saturday night dinner.

Wayne Lee Pottery for providing the BMW beer steins for the door prize gifts for the Saturday night dinner.



Spring 2013 - Brainerd International Raceway

Photos courtesy of Jorge Rimblas Photography (www.JorgeRimblas.com)







Weekend at Brainerd International Raceway

Words by Glen Cook / Photos courtesy of Jorge Rimblas Photography (www.JorgeRimblas.com)

My first exposure to a road course, in the late 1960s and early 1970s, was at Donnybrooke Speedway, just north of Brainerd, Minnesota. Donnybrooke's big race weekends featured both CanAm and TransAm races. I watched CanAm races dominated by McLaren M6 and M8 cars driven by Bruce McLaren and Dennis Hulme, until the Porsche 917 driven by George Follmer and Mark Donohue took over in 1972. TransAm races ran two classes: over 2.5 litre (Camaro, Mustang, Javelin, and Barracuda, with drivers including Mark Donohue, Parnelli Jone, and Peter Gregg); and under 2.5 litre (Porsche 911, Alfa Romeo, BMW, Datsun 510, and drivers Horst Kwech, John Morton, and John Buffum).

Fast forward to this June and the start of the North Star BMW Car Club's Spring Performance Driving School on the track renamed as Brainerd International Raceway (BIR). The track was changed in 2008 to allow dual meets: drag racing on the old front straight at the same time as a road course event on the new competition circuit.

We arrived at Brainerd after an 1,150 mile drive through Alberta, Saskatchewan, North Dakota and Minnesota with helmet and gear in the trunk and four tires strapped to the car-seat hold-

downs in the back seat of my 2009 BMW 135i. The weather was just right when we checked into a spacious room at the Comfort Inn and Suites Rapid River Lodge, although the weekend forecast was all rain and 50s.

Friday's sessions were open only to instructors and advanced students. I've driven the track, and with some help from our Alberta Advanced Driving School (AADS) co-chief instructors Gary Leadbetter & Rick Coutts, plus a list of my track experience, I got to make it a three-day weekend.

My first job was to release the ratchets on my camo-coloured straps and get my Nitto NT-01 track tires (2 brand new ones, 2 half worn) out of the back seat and onto my car. About an hour later, I tracked down co-chief instructor Bruce Carlson, who turned out to be my paddock neighbour, and asked for a mentor to get me started. Bruce's son Cole, also an instructor, offered to show me the best line. After three or four laps of excellent instruction with me as passenger in his track-prepped E36 M3, Cole was eager to get out on his own and I was ready to put Cole's instructions into practice. Bruce, who has recently taken delivery of a 1 Series M, which had not yet been on the track, then offered to ride in the pas-

senger seat for a few laps – I got some more excellent instruction, and Bruce had a look at a 1 Series on the track. Then I was on my own!

The new competition circuit at BIR is 2.5 mile running clockwise for 13 turns. Although we used the competition circuit, the original Donnybrooke track is still available when there is only one event at BIR. It's a 3.1 mile, 10-turn clockwise circuit. Three fast turns and the old 3/4 mile straight replace turns 8 through 13 of the competition circuit.

Friday was a great start to the weekend - 75 laps and 190 miles later it was time to go for dinner. I felt that I had got all of the corners "right" a few times, some sequences of corners "right" at least once, and some corners "right" at least 2 laps in a row. There was only one low-speed, mind-fog-induced, off-road adventure at the entry to the turn 8 carousel. One complete "right" lap was still to come, but all-in-all it was fun! Sometime during the day, I volunteered my wife Marg to help with registration on Saturday morning. A bottle of '7 Deadly Zins' with an excellent dinner at the Prairie Bay restaurant confirmed the volunteering.

The Saturday morning drivers' meeting included a detailed description of track



safety, track etiquette, track safety, passing rules, and track safety – almost identical to an AADS drivers’ meeting – and ended with driver/instructor pairing. My instructor, Gary Ganser, who drove a track-prepped E46 330i, had two students: me in A group and one in C group. After my second session, a post-lapping tire check revealed that tire cords were making their appearance on my new left front tire. So, off Gary and I went to Trackside Tires, conveniently situated in an on-site trailer to support both the NHRA meet and the BMW school. They had one set of Hoosier R6 tires to fit my wheels, so my weekend wasn’t spoiled and my highway tires were not added to the casualty list.

Since this was my first time on “slicks,” and Gary hadn’t used them either, we made a round of the paddock to get advice from other instructors with slicks experience (another great example of North Star’s safety-conscious attitude). I got good advice on driving on slicks and maximizing their performance. I learned the optimum tire pressures for the R6s were 26-28psi (cold) & 36-38 psi (hot). The recommended break-in process was to do about eight progressively-faster laps with the last one at full speed, followed by a 24-hour cool off. (I did the 8 laps

but settled for a two-hour cool off.) Another instructor recommended rotating the wheels every two to three sessions during each time at the track: front to back, then side to side, then front to back again. Between track weekends, rotate the tires on the rims and repeat front to side swaps to maximize tire life. I intend to follow this rigorously, hoping for more than 350 km per set of tires. Yet another instructor warned that once I’d tried slicks, I’d never want to go back. He was right! By 5:00 pm, I’d covered another 100 miles and 40 laps and it was again time for dinner.

Saturday evening offered an excellent participants’ dinner at the Prairie Bay restaurant. Eric Christenson, North Star Chapter’s event organizer, started by thanking all the volunteers by name, with special mention of one that came from Calgary – a class act all the way. Our table companions included some Tubby Butterman Chump Car racing team drivers and Motorwerks BMW maintenance specialists. Can you guess what we talked about?

The Sunday morning drivers’ meeting was very similar to an AADS second day meeting: track safety, track etiquette, track safety, passing rules, and track safety. It was followed by a

first track session with your instructor, even if you’d been signed-off on Saturday, just to make sure that you hadn’t forgotten everything you’d been taught. Sunday was another great day for me, including my final session with Bruce Carlson, who pointed out subtle BIR track-specific lines. After 35 laps and 90 miles I skipped the last session, which is when most of the mishaps occur. My day ended with swapping R6s for Hankook V12s, again with help from Bruce in the form of a “real” jack, breaker bar, nut driver, etc. The last task was to tighten the ratchet straps to make sure that the back-seat tires stayed in the back seat on the trip home.

Every driver I came across at the North Star school was safety conscious and followed track etiquette – they were a great bunch to share a track with (even if, regrettably, I was the slow driver). I have now attended driving schools organized by three BMW Clubs: our BMW Club of Southern Alberta, Spokane’s BMW CCA Inland Empire Chapter, and Minnesota’s North Star Chapter. All have fast, polite, safety-conscious drivers who make for a great way to spend a weekend.

My one complete “right” lap at BIR is still out there somewhere!

Minnesota Cars & Coffee - A Fast Growing Tradition

Words courtesy of MN C&C / Photos by Jonathan Bush

MN C&C was founded in 2008 by Luis Fraguada and Tyler Christopherson. After returning from a stint in Arizona, Luis reunited with his best friend and fellow car enthusiast Tyler, and together they decided to create MN C&C to organize a gathering of car enthusiasts that share their love of automobiles.

Luis and Tyler created MN C&C to unite the local car community with an event that appeals to every motorhead. We are fortunate to have some good car shows in the area, but they tend to be a specific marque or genre of automobile. They wanted to create a car show that features everything: Italian Exotics, American Muscle, British Classics, Japanese Tuners, and many more can be seen each month at MN C&C.

The event started at a small coffee shop in Minnetonka with only 35 cars. Word spread quickly, and by August there were over 200 cars. The huge success of the event necessitated a move to its new home, at the Motorplex in Chanhassen. Now in its 4th season, MN C&C has grown to over 600 show cars and 2,000+ spectators. The show has quickly become the Midwest's premiere monthly car event, and is now the largest event of its kind in the country.

Although the official start time of the event is 8:00 am, many of the 'regulars' are there hours beforehand to secure the best parking spots. In fact, the show parking spaces are now full within minutes of 8:00 am. There are three spectator lots for overflow parking and guests that do not want to show their cars. Lately these lots have been filling up as well, so like the show cars, it is best to arrive early.

And lastly, we want the event to be free to the participants and attendees. We even provide free coffee and donuts, thanks to our sponsors. The event is held from April through October on the first Saturday of each month, 8:00 am – 11:00 am, rain or shine.

Luis and Tyler's passion for the automobile industry began long before they can remember. From Hot Wheels and slotcars, to sports cars and track days, they live and breathe cars. Please join them at the next event and share in their passion.

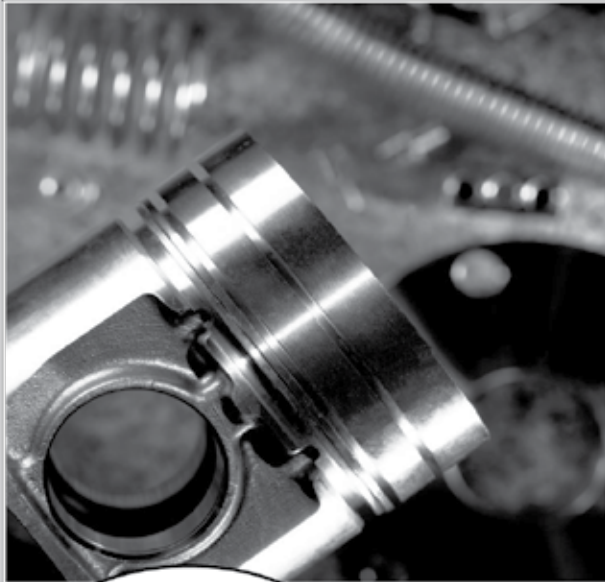
Visit them at <http://www.mncandc.com/>











**Engines are complicated.
service doesn't need to be.**

quality auto repair for your busy lifestyle.

Make appointments online · Loaner cars available
BMW Factory trained · Full Diagnostic capability
Dedicated attention · Performance Satisfaction

*Un-complicate
your service!*
Ask about our
Maintenance
Passport Program



www.JBEurotech.com

480 8th Ave NW - New Brighton

651.636.6912



In-house dyno

**We are your local source for Active Autowerke,
Fabspeed, Moton, Forgeline, HRE and more!**

*Check out our project cars on
AutoEdgeRacing.com*

We service most vehicle makes and models
Rental cars available at our location
Pick Up and Delivery options available

Auto Edge

651-777-6924

Maintenance, Performance, and Track Prep



Professional Alignments to suit your driving needs

Custom Roll Cage Design and Installation

Classifieds

Cars For Sale



E36 M3 Sedan

Arctic Silver/black leather 140k miles new tires, H&R Springs Koni adj shocks/struts, stored winters since new, 2nd owner, short shifter, heated seats \$8,800 larry@notaxworries.com. Pictures at: <http://i137.photobucket.com/albums/q209/ganseg/Lar-rysM3.jpg>

1998 M3 Sedan

Manual, 135k, \$8500. Orr Autosport suspension and bushing overhaul with TC Kline suspension, bushings (subframe, diff, front control arms, rear trailing arms, shifter). New clutch. Cooling system was replaced at 90k. Contact Craig at craignancybergman@gmail.com

2007 328XI

Immaculate. 59k miles. Black on gray. AWD! all service done at BMW. Clean clear carfax! purchased as CPO. I have the 17" stock rims. 19" rims are extra, A/C ice cold, All scheduled maintenance, All records, Always garaged, Custom wheels, Excellent condition, Fully loaded with all the goodies, Looks & drives great, Must see, Never seen snow, New tires, No accidents, Non-smoker, Perfect first car, Seats like new, Title in hand, Upgraded sound system, Very clean interior, Well maintained, \$19,200 Pictures can be emailed upon request. jimjaeckels@edinarealty.com

Parts For Sale

Hoosier 275/35R18 slicks

I have four Hoosier 275/35R18 Grand Am slicks. They were used once for a Grand Am qualifying session and I bought them for \$500 shipped. New, these tires are well over \$300 each. They have tons of life still on them and perfect for practice sessions during a race weekend or HPDE's. \$400 picked up and they're yours. Please email Denis at [dbbmwm3\(at\)yahoo\(dot\)com](mailto:dbbmwm3(at)yahoo(dot)com)

E90/91/92 BMW all weather rubber floor mats

Brand new BMW beige colored rubber floor mats still in original packaging. Fits 2006-2011 3 series. Set of four. Asking \$50. Can email pictures if interested. Call Joel at 952 239 3406 or email jrcly@charter.net



Moda R10 wheels with Goodyear Eagle F1 tires

Very clean moda R10 wheels with Goodyear Eagle F1 tires. Used them on a e46 3 series for two summers. Stored indoors when not in use. 17x7.5 rims with 5x120 bolt pattern. I'm not sure but I think they a 42mm off-set. Tires are 225/45ZR17 with lots of tread. Can email pictures if you're interested. Asking \$500. Call Joel at 962 239 3406 or email jrcly@charter.net

BMW Rear Mounted Bicycle Carrier for 07-13 X5s

I traded in my 2008 X5 on a new X1, and I'm now stuck with a BMW OEM bike carrier designed specifically for the E70 X5's; BMW part # 82710443424, MSRP = \$673.00. It's a really neat design that attaches to the X5's rear bumper via two threaded tubes that are hidden by plastic caps on the face of the rear bumper - i.e., no trailer hitch needed! Only takes a few minutes to install or remove. The carrier tilts down so you can open the X5's rear hatch without removing the bikes. It securely holds two adult bikes. I've only used this twice, so it's in perfect shape. It fits 2007-2013 X5's. Asking \$275 OBO. Call Dave at 507-217-1748 or email DBERGEMA111@YAHOO.COM. (I live in New Ulm, MN - if you're not visiting the area soon perhaps we can arrange a mid-point location to meet.) Thanks!

Air Bag, E36

I have an air bag from a E36 90's car. It was out of a 1995 325is. There are at least 3 different styles of steering wheel air bags for that generation, Make sure it looks similar. \$30.00 Email Gus gus321@yahoo.com for picture and more information.

Parts Wanted

2002 seats, interior bits, E21 Recaros wanted

Looking for 02 front seats. Color not important, good frame and operating mechanisms more important. Also interested in E21 Recaros. Other 2002 interior bits such as door panels welcome. Contact Cameron at cameron.parkhurst@gmail.com

Sterling Enterprises

DETAILING OF FINE AUTOMOBILES

JOHN BIESECKER

13801 24TH AVENUE NORTH

SUITE 440

PLYMOUTH, MN 55441

612-598-7920

JOHN.BIESECKER@GMAIL.COM

Free BMW tech help.

Have a technical question about your BMW or MINI? Our free tech blog – **blog.BavAuto.com** – has a searchable database containing hundreds of tech Q&As, do-it-yourself articles and videos. Just one more way Bavarian Autosport saves you money.



www.BavAuto.com • 800.535.2002

Check it out at blog.BavAuto.com...

BMW CCA • AUGUST 16-24, 2013

MONTEREY WEEK

Join us for more than a full week of BMW enthusiast events!



Legends of the Autobahn

FRIDAY, AUGUST 16 • Monterey, CA



Festorics Turn Five Corral and Hospitality Area

SATURDAY AND SUNDAY, AUGUST 17-18 • Mazda Raceway Laguna Seca



Oktoberfest 2013

MONDAY, AUGUST 19 TO SATURDAY, AUGUST 24

Host Hotel: Hyatt Regency Monterey • Host Track: Mazda Raceway Laguna Seca



Registration Begins March 1, 2013! www.bmwcca.org

BMW CCA
BMW Car Club of America

JOIN THE
EXPERIENCE

North Star Bavarian
P.O. Box 2774
Minneapolis, MN 55402-2774

Non-Profit
U.S. Postage Paid
Chaska, MN
Permit No. 95

BMW Car Club
of America
North Star Chapter



Dated material
Please do not delay
www.northstarbmw.org

INTRODUCING VALUE PRICING

ALL OIL CHANGES ARE NOW

\$59⁹⁹
MINI

\$69⁹⁹
BMW



MOTORWERKS

motorwerksbmw.com
motorwerksmini.com

Think we're expensive? Think again.

Motorwerks BMW | 1300 American Blvd. West, Bloomington, MN 55420 | 888-866-4255