

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



North Star Bavarian March 2013



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



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On The Cover

That's a cold 2002, and a cold way to treat a 2002.

We can only hope the snow pack protects it from the rest of the elements, like a really chilly, wet bubble.

Photo taken in Hopkins, MN.



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For My Next Trick...

There are good ideas and there are bad ideas—and then there are those ideas that are so bad they come full circle and become good ideas. The corollary is also true: Really exceptional ideas can turn bad, if pushed beyond the bounds of good sense.

“Great, Jonathan. Very profound,” you mutter.

Further, it’s okay to disagree with your friends, even those closest to you. Friends will give you all sorts of advice, ranging from marriage details to a career change, to having that one last drink before hitting on the waitress in the bar. They are your friends, after all, and they generally have your best interests at heart—or at least their best interests, which are usually peripherally connected to yours.

“Fabulous. What exactly are you on about now?”

I want to build an E23 7 Series (1977–1987) with an M73 5.4-liter V12 from an E38 7 Series (1995–2001). Roughly half of the people I’ve floated this plan by think it’s a bad idea, including a former employer and close friend—a guy whose opinion I hugely value, and who shall remain nameless, except to say that he is the sole proprietor of Bill Arnold BMW Repair. My oldest and best friend, Reed Hitchcock, thinks I’m smoking something funny, either in leaf or crystalline format.

The other people think it’s a great idea, but each is the type of person who would stuff a BMW 4.4-liter V8 into a Bavaria, or an M30 3.5-liter Big Six into an E30 3 Series over the course of a weekend, using nothing but hand tools and ambition. One of them has even offered to drive a clean, but sunburned, 1983 745i from Phoenix to Minnesota for nothing but the cost of a bus ticket home. That’s dedication, kids.

Yes, I understand that there are many challenges with a project like this. While I think I have most of it worked out, there will still be details—the answers to which will not be known until the wrenches meet the bolts, as it were. The first, and probably most obvious, question is whether or not the V12 will physically fit in the E23 engine compartment. I’m confident that it will. Why not? This V12 is nothing more than two SOHC inline sixes fused together, and thus won’t be much longer than either one of them. The V12 is also narrower than a BMW V8 (a 60-degree vee versus 90), and there is at least one V8-powered E23 running around.

BMW actually built V8- and V12-powered prototypes in the late 1970s. Pictures can be found online. The V12 engine looks massive compared to M70 five-liter that came later in the E32 7 Series.

The battery and its tray will need to be relocated to the trunk. No E23 has a traditional vacuum-assisted brake booster, so there won’t be a fitment issue there. M73 exhaust manifolds are specific to the engine, and the driver-side pieces will have to be routed around the steering box. Again, it will help that the V12 is relatively narrow.

BMW V12 powerplants are let down largely by their overly-complicated engine-management systems, complete with multiple computers and motor-driven throttle bodies. The odds of getting this disaster salad to talk to an analog-era BMW chassis is slim. So why not just do away with it all and use a stand-alone system like MegaSquirt 3?

The basic V12 engine—the hardware, if you will—really isn’t that complicated. It doesn’t have VANOS. It doesn’t even have coil-on-plug ignition. You need a handful of sensors and something to control the ignition and idle, and that’s it. One challenge will be finding the suitable mechanical, cable-driven BMW throttle bodies to replace the electronic versions.

Of course, the V12 will need to route its power through a proper manual transmission. The only manual that easily bolts up is the BMW S6S 560G (Getrag Type D) six-speed from an E31 8 Series. They are not cheap, and they are not easily obtained. However, there exist several custom adapters made from a V12 automatic-transmission bellhousing, which allow the use of a good old-fashioned Getrag 265 five-speed. It uses a clutch-slave cylinder from a Tremec T56 six-speed transmission, and a clutch adapted from the General Motors parts found bolted to a re-drilled BMW V8 or V12 flywheel. While it won’t be easy to create this adapter, the only real alternative is to spend \$3,500 or more on the bolt-up option.

With any major surgery such as this, there are always a million details to consider and work through: motor mounts; welding up the EGR ports on the exhaust manifolds, swapping in



an M70 lower-front timing cover and pickup wheel so you can use a front-mounted crankshaft position sensor rather than the stock M73 flywheel sensors, determining which throttle bodies are going to fit—and then making them work with the E23 throttle cable—getting MegaSquirt 3 to talk to an ancient E23 gauge cluster, figuring out how to make the M73 power-steering pump run the E23's hydro-accumulator power-braking. Then there's the air-conditioning system....

I'm sure that by now at least some of you are wondering why. Why put all this effort into a big old pig like an E23? Why not just turbo an M30 to 400 horsepower and be done with it? Heck, a turbocharged S50 from an E36 M3 would probably be easier. What are you going to do with it after you're done?

Easy. Everybody does the M30 thing. I've always liked the V12—and I'll drive the hell out of it!




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A brace of legends return: BMW Group Classic lines up for the DTM.

Words and images courtesy of BMW Group Press Club

Munich: On the first weekend of May 2013 the Hockenheimring will host the curtain-raiser to the German Touring Car Masters (DTM) season – and the opening salvo in BMW Motorsport’s title defence.

Following the drivers’ and manufacturers’ title-winning exploits of Canada’s Bruno Spengler and BMW in the brand’s comeback season of 2012, all eyes are now on the latest version of the victorious BMW M3 DTM. However, the undercard for the first of the season’s ten races will also be worth a look, as BMW Group Classic sends two legends of the track back into the limelight. The BMW M3 DTM – winner of the 1987 edition of the DTM – and the BMW M1 Procar racer driven in 1980 by Formula One world-champion-in-waiting Nelson Piquet will be lining up for action as “race taxis” at each of the ten races on the 2013 DTM calendar. Experienced professional racing drivers will get behind the wheel to give selected visitors an up-close and authentic taste of the fascination of a DTM race.

The BMW M3 DTM of 1987 set the tone and the template for the reigning title holder in just about every way. This was the car that Belgian Eric van de Poele drove to DTM title glory in BMW’s first season in the series – a trick repeated by Bruno Spengler 25 years later in impressive fashion with the latter-day BMW M3 DTM. The BMW M1 will also trigger memories of spectacular motor sport success for the brand as it returns to the track as the touring car’s “race taxi” partner. This 470 hp racer was piloted in the specially created Procar series in 1980 by Nelson Piquet, the Brazilian who went on to be crowned Formula One world champion in a Brabham BMW three years later.

“Race taxi” rides will be included on the bill at all ten DTM weekends of the 2013 season, the circuits hosting the comeback of the two legends on the Saturday between practice and qualifying and the Sunday between the warm-up and the race proper. The illustrious racing drivers signed up by BMW Group Classic for the job at hand are already feeling the excitement ahead of their appearance in these icons of BMW motor sport history. Only the current BMW Motorsport team members – including defending champion Spengler and, making his debut, long-time Formula One driver Timo Glock – cannot be considered for the “race taxi” driver role, the DTM regulations ruling that the extra experience of the track would give them an unfair competitive advantage.

Jens Marquardt is one of those who can’t wait to see the racing legends back in action. “BMW Motorsport has a unique heritage in production car racing,” says the BMW Motorsport Director. “Last year we were frequently treated to the sight of legendary BMW racing cars from past decades during DTM weekends. And each time the reaction of the fans and our guests was overwhelming,” he adds. “This year we want to give them something really special by sending out classic ‘race taxis’ as part of the DTM support programme. Fans of a leading race series will be able to feast their eyes on cars like the BMW M3 from 1987 and the legendary BMW M1 Procar on a regular basis once again. And we’ll also be inviting one or two drivers from that era of racing to step back into the cockpit as ‘taxi drivers’. We’re looking forward to seeing the faces of fans, partners, customers and sponsors light up – and are in no doubt that the BMW Group Classic ‘race taxis’ will add even greater appeal to this year’s DTM season.”



BMW M1 Procar in Zandvoort, 1979 Laffite.



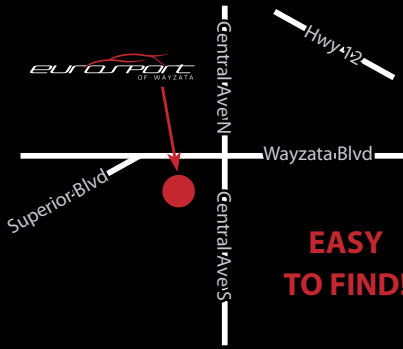
Nuerburgring (DE) 18th August 2012. BMW Motorsport, 40 Years of BMW M, Augusto Farfus (BR), Bruno Spengler (CA), Martin Tomczak (DE), Joey Hand (US), Dirk Werner (DE) and Andy Priaulx (GB).



AvD-Oldtimer Grand Prix 2012. BMW M3 Group A.



2008 German Grand Prix, Hockenheim, Germany. BMW M1 Procar.



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You're 21, a car freak, and a soon-to-be pilot. Life is good. Then you learn you are going blind. What now?

Ask Mike.

Devastation, drugs, and despondency. That's what. When Marion and I met Mike and his wife, Marsha, we didn't know anything about what happened to Mike all those years ago. Didn't even know he was blind. Mike touched Marsha's shoulder but, then, that's what married folks do.

It was nine years ago at Nordstern's Fall Color Tour. It's an annual event along Lake Superior's magnificent northern shore. Porsches roar and scream through the countryside, few daring to take their eyes off the twisting roads.

"I could still make out the beautiful lines of your 928," Mike recalled later. He was

explaining how his sight loss was a first gradual and finally total, as it is today,

It wasn't until the second day of the Porsche event that we detected Mike's sight problems. He rarely talked about it during our years of close friendship. Instead, he enjoys his auto obsession "Mike Style". He delights in hearing and feeling the sounds of my cars as we cruise together. He knows immediately if we are in the Ferrari, the big 12-cylinder BMW, the 928 or whatever. It blows my mind.

It's Marsha who has kept Mike's "Carmudgeonhood" alive. She did it the fun way. It began when she met Mike. She was 26, he was 25. Both worked at the Drake Riding Stables near Milwaukee.

As Mike struggled with his vanishing vision, Marsha did more than just drive him around. She got into indoor kart racing. And won! And won! And won

some more! Mike manned the infield, by radio urging Marsha on.

They bought Mike's favorite Porsche, a Targa. Christened it Butzi. They drive it like hell spring, summer and fall, Come winter, Butzi is stored in a bubble. Heaven forbid that it should suffer dents, rust, or even dust,

And speaking of Heaven, Mike and Marsha have an intense belief that God is in charge of their lives. This belief was tested in rwhen Marsha was diagnosed with breast cancer.

Chemo treatments are over now. Mike and Marsha are happily looking forward to Butzi's coming out party.

The Kamstra "Carmudgeons" hope to join them.

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**Mark it on your calendar!
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The June 2013 North Star BMW Performance Driving School at BIR is right around the corner!

The club will have our annual Spring Performance Driving School Friday, June 7th through Sunday, June 9th.

We will be spending the entire weekend driving the competition short configuration, **which for 2013 has been repaved and widened!**

Friday will be reserved for instructors and advanced drivers (with approval);
Saturday and Sunday will be available to all drivers.

Complete detailed event information is available on our homepage and via the mass email sent out to club members. A North Star BMW CCA Performance Driving School is a fantastic way to learn about and experience your prized car on the track with experienced instruction provided. We hope you join us this June for the fun!

Registration will be open soon!
<http://www.northstarbmw.org>

Common questions about our program:

1. Do I need a BMW to drive at this event?

No. We accept all makes of cars but cannot allow certain body styles such as convertibles, targas, vans, and most sport utility vehicles. We do have a list of specific SUVs allowed at the school – check our website for the list or contact one of us.

2. What can my under-18 kids do at the event?

We do not allow persons under 18 years old to participate in instructor rides on the track. Conditions and time permitting, we do offer lunchtime low-speed touring laps during which we do allow children to ride along. Children may enter the classroom, paddock areas and surrounding areas of the site. Our hotel, the Comfort Inn & Suites Rapid River Lodge, has a water park available to hotel guests. This year there will be no additional charge for hotel guests who wish to use the water park.

3. Does my car insurance policy cover me driving on the track and is there additional insurance I can purchase to cover me for the event?

Each insurance company may have different policies towards driving events at race tracks. Our driving event is designed to be a performance driving school, which means there is no competition, no in-car timing and no racing. We make it clear on our website our program is a driving school; instructors are in the car with students, there is a classroom component and we drive at our current abilities. Our goal is improvement of driving abilities through classroom education and in-car instruction. Insurance companies treat driving events on race tracks differently, and some insurance companies will look at any event at a track as non-qualifying. You may examine your policy for any provisions against using your car at a racetrack.

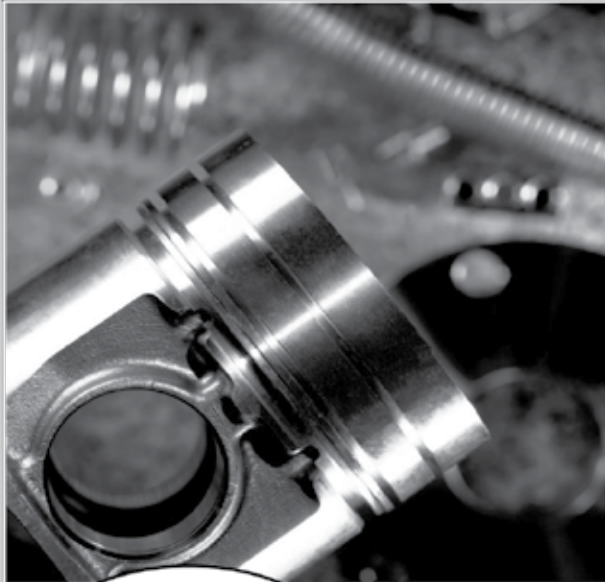
You may buy event insurance for the weekend you go to the track. Motorsportreg.com, our online event registration partner, offers track event insurance. Essentially, you choose a value of your car (plus any aftermarket add-ons) and depending at what level you want to be insured, there is a corresponding premium. For example, if the stated value of your car is \$30,000, you can pay a single-event premium of \$198. It is a very good way to protect yourself and not worry about your regular insurance company.

4. What kinds of volunteering opportunities are available at the Performance Driving School?

The Driving Events Committee can always use assistance with driver registration on Friday and Saturday morning, as well as being on-call to help out with tasks as needed during the weekend.

5. Is there a one-day option for the driving school?

We do offer limited Saturday-only spots in our driving school. We do strongly recommend the standard Saturday and Sunday school package as there is much to learn. Most drivers become comfortable driving on the track after they have completed the first day and the instruction to set in.



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Specs:available at <http://www.performancegearing.com/function.php> - Clutchmasters Stage I clutch with Lightweight Flywheel, (May11) Suspension- HR Springs and Bilstein Sports, Rear Upgraded Shock mounts, HR Adjustable Rear Sway Bar, Front OEM M3 Sway bar 2011-12 . OEM E46 M3 Strut Tower brace. Brakes-upgrade to 330i front brakes with cryo rotors on all four corners, stainless steel brake lines, brass components to reduce twist (July10). Additional front Slotted Frozen Rotors and HT10 pads with 2 track days on them. Wheels- VMR 18" CSL Replica wheels will need new rubber, Other options available. Body- Front M3 Bumper, Vinyl Wrap in Flat Green and Flat Black professionally installed by Axiom Graphics (June11), ECS Front Tow Hook. Car is Oriental Blue underneath, you get two cars for the price of one! Smoked front corners, smoked sides, OEM EURO clear/red rear corners Interior- OEM M3 Steering Wheel, M Sport Shift knob, Schroth 4 point quick fit belts driver/passenger. (Summer11) I purchased this car in 2007 with approximately 75k on it. I have had all regular scheduled maintenance performed at Motorwerks BMW in Bloomington or Imola Motorsports in Golden Valley. All mechanical modifications were installed by Imola Motorsports. I have enjoyed this car immensely as a DD, family hauler and yes a track car. The wagon is fast, strong and takes corners like an M3. Mechanically the car is stronger than the day I bought it. I've replaced every piece with a stronger or better piece whenever possible. Normal E46 cooling issues were fixed in 09 by Motorworks BMW. To many other things to discuss so contact me if you are interested. I'm placing it here and on MN BMW for a couple weeks before i put it on Craigslist. \$8900 OBO. Jon at 612-360-3627 or jjlovald@yahoo.com



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