



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



North Star Bavarian October 2013



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On The Cover



A squadron of North American T-6 Texan trainers rumbling through the air at the annual Wheels & Wings gathering in Osceola, Wisconsin. A lot of this issue has to do with airplanes. And food.

“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:
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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



A Greater Level Of Stupidity

This summer I took a flight lesson out of a small airport in Blaine, Minnesota. This was my second one-hour session. The first was about two years ago and it was fantastic. Every awesome thing you've heard about flying an airplane is true. I suspect it's also true what airline pilots say in that, after a while, you're just driving the bus. Still, for those of us that don't do it regularly, flying an airplane is outstanding, and dreams of getting that solo license quickly spread over your gray spongy bits like a red mist.

Shockingly, the flight instructors don't start you out in Learjet. Something smaller, perhaps, even if you've done it before.

These little Cessna 172SP models are very analog, not unlike a vintage car. The gauges yawn and casually wake up when you flip the power toggle, the flight controls are all via cable and bell crank, and you adjust the fuel mixture and engine speed with manual controls on the panel down by your knees. Speaking of the pancake four-banger motor, it likes a certain level of oil, which is more than none but less than the flight manual calls for; too much and it just releases the excess on to the ground.

Furthering the goofy old car analogy, before you go anywhere it behooves you to walk around the vehicle looking for parts attempting to separate themselves from the whole as well as wayward fluids.



Bugs generally won't hurt a Cessna, but damage from birds will.

The session went just fine, with Jake the instructor calling the shots but yours truly doing most of the flying. When you feel your guts compress in a 2 g turn at 45-degrees over, you can't believe what an astronaut or even a Formula 1 driver goes through. Remembering to breathe is key to not passing out. Also shockingly, Jake insisted he land the plane.

The Anoka County Airport's security is probably as good as it needs to be. Meaning, after my lesson I was free to drive around the airport grounds and scope old and/or interesting aircraft. Tucked in a corner were a bunch of vintage planes and accompanying ground equipment and vehicles likely used in the annual air show. Scattered around the grounds were private aircraft (presumably) and a few automobiles and motorcycles. Arnold Palmer was just leaving in his private Cessna Citation 10 jet, which up until recently he – at 80-something years old – would fly himself.

Then I spotted it, a 1957 Beechcraft Model D18S, for sale in all its dull aluminum glory.

Compared to cars, I know very little about airplanes, except that I tend to stare in wonder at old ones. Still, the same type of allure exists with both. I'll

never be able to explain to the non-believers why old metal makes me weak in the knees to the point where I think, "Well now, that couldn't be too hard, could it?"

I'm really only talking about old airplanes – the ones with shiny skin and propellers driven by massive engines that

sound like hell with the lid off. I think I fundamentally understand how a jet engine works. But once I figured out how a radial piston engine turns fuel into noise, there wasn't any contest.

Watching the little jets go around the pylons at the National Championship Air Races in Reno, Nevada does little for me. Seeing the same course run by pilots in WW2 birds being flown like they were stolen... sign me up again and again.

This Twin Beech appeared to be all there in that it had all its wings, engines (large Pratt & Whitney 9-cylinders), and tires. Little else could be discerned from a walk-around, but I did notice it was missing a window or two and that it was chained to the ground, possibly as a theft deterrent or maybe to keep it from blowing away. It also had a padlock on the door, which appeared to be slightly ajar. What else? I have no idea and I haven't called the phone number. Yet.

But what would it cost to make this dusty relic into a viable airplane. Based on some quick internet research, budget \$90,000 for a living, breathing aircraft that needs work but would probably get you to your destination. For a "done" plane with modern avionics and all its certificates? Probably in the \$200,000 neighborhood. Assuming this D18S was even \$20,000 (likely a low number), I have to figure restoring it would be financial self-immolation for even the stoutest of amateur geeks. And that's you doing the work, valuing your time at \$0.00/hour.

I mentioned this to my father. He's great for this sort of folly, because he'll tell you all the reasons it's a silly idea...

"Let's see, if we get it as a project – it'll take about 18 months and \$75,000 to get an A&E [or A&P] License to work on the aircraft. Another \$100,000 to restore it. Maybe \$25,000 for hanger space. But



just think – we’ll have a \$200,000 airplane that only cost \$225,000 and a shitload of time. Oh, and I forgot the cost to get a multi [engine] rating. If a boat is a hole in the water that you just throw money into, an aircraft is the Grand Canyon.”

... and then invariably follow up with:

“But, then again, maybe I’m just that stupid.”

And that’s kind of the thing, isn’t it?

Epilogue: I happened to be having drinks with my friend Vernon several weeks after my lesson and mentioned I had stopped at the airport, not ten minutes away from where we were standing, to take additional photos for this piece.

Vernon actually knows the plane, and said it had been sitting in that piece of grass since the early 1990s. Turns out, his dad was one the main plane wrenches at the Anoka County airport. Further, his dad still keeps a hanger at Anoka with a couple of planes sitting in it, though he doesn’t fly any more. Vernon has a lot of hours in many cockpits as well and said there’s little he likes more than being in the air. I suspect Vernon and his dad have many stories to tell.

And that’s kind of the thing, too, isn’t it?



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Join Fellow North Star Members at the Not-Holiday Party!

The North Star Chapter Not-Holiday Dinner
will take place on
Saturday, January 11, 2014 from 5:00 - 7:30 PM
at the Gasthof zur Gemütlichkeit located at
2300 University Avenue NE, Minneapolis, MN 55418.

The dinner will be served buffet style with a cash bar.
More information on reservations and tickets will be
coming soon on the North Star BMW CCA website
and our Facebook page!

If you have any questions, please contact Gary
Brown at: garybrown825@comcast.net.



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Wheels & Wings 2013 *Words and photos by Jonathan Bush*

The thing about taking photographs at a car show is the people. At the better shows anywhere in the world – and specifically at this year’s Wheels & Wings motorhead gathering in Osceola, WI – there are always a lot of people. Too many, in fact, and they all want to wander into your shot.

Now, I’m not saying people shouldn’t be at car shows. Quite the opposite; more people should go, and they should take their kids. Start ‘em young, bring ‘em up right. Pump that unleaded Sunoco 110-octane directly into their impressionable frontal lobes. Make them watch *The Hire* series, and memorize every shift point and pre-dawn late apex in *C’était un Rendezvous*. Know the differences between 1968, 1969, and 1970 Dodge Chargers, and why you really want an early production E30 M3 over a later one (hint: Hennarot).

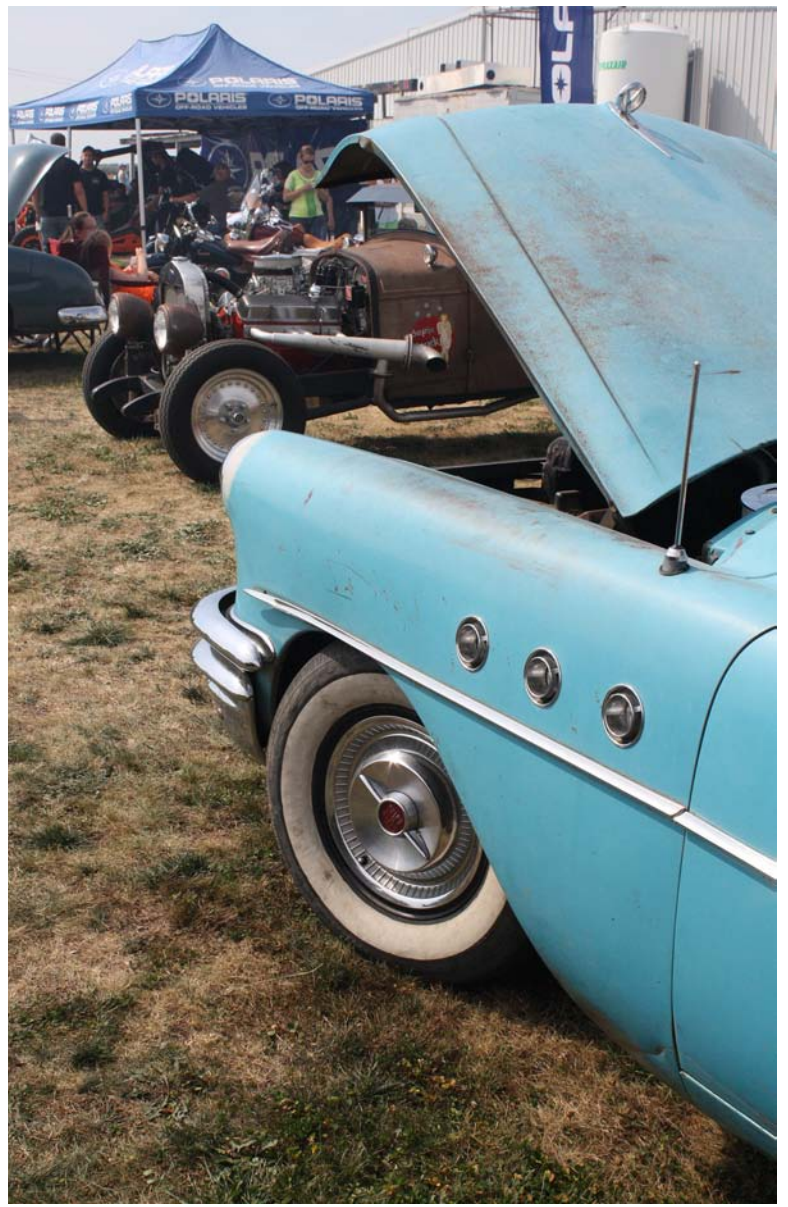
But try not to stray into my camera’s viewfinder.

Further, at shows like Osceola the cars are more or less in nice, even rows. Varying the vehicular poses isn’t an option, and taking what is essentially the same photo over and over – front three-quarter horizontal, rear three-quarter vertical, etc. – get really old not only for the reader but also the photographer. The best you can hope for is an interesting combination of two or more cars.

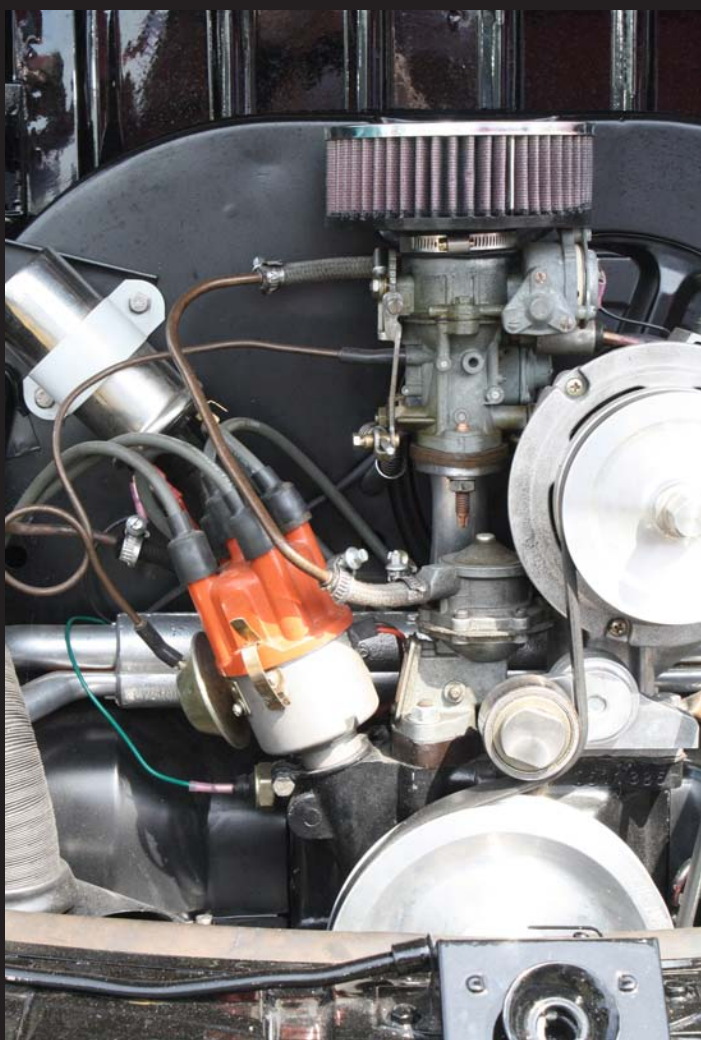
So with that introduction, I give you detail shots instead of overall cars. Mostly. But more than that, I give you engines. Motors. The beating, manic hearts that make it all work by turning fuel into incredible noise. Cylinders of four, six, eight, or more, in any configuration. You all have your favorites. While partial to six in a row, the sternum punch of aviation pistons in a circle is the real high for me.

Hope to see you there next September!









New Member Picnic

Words by Dale Olson / Photos by Gary Ganser

On July 6th the North Star Chapter held the annual Member Picnic at Brookview Park in Golden Valley. While it was warm and there was a potential for thunderstorms, they avoided us and we saw a beautiful day for the event this year. The members of the North Star Chapter who attended enjoyed a day of traditional picnic fare and the opportunity to check out the fine BMWs while socializing with others who are fans of the fine German engineering from Munich we know and love.

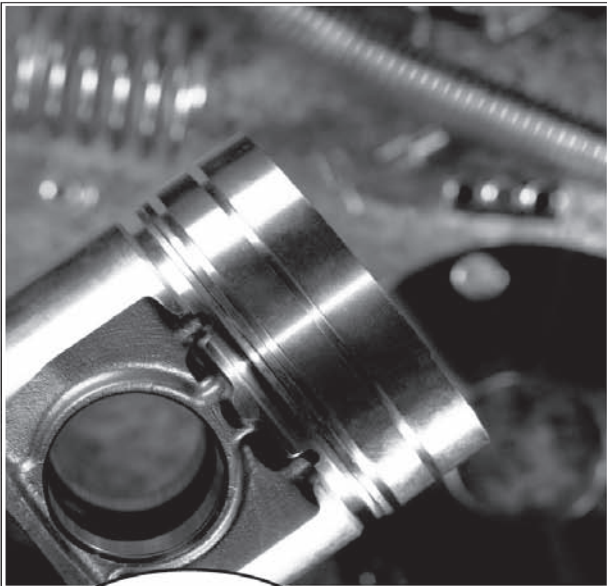
Due to a shortage of grillemeisters, a call was made to the club and Ross Luken kindly stepped up to assist with preparing the burgers and brats. He certainly knew his way around the grill. A big thank you to Ross for the help!

A new activity that proved popular is year was a picnic trivia game put together by Gary Brown. With a prohibition on electronic assistance, it was a true test of some pretty arcane knowledge but was a lot of fun for all as it was multiple choice. Prizes were awarded for high score. We also had an opportunity to learn how to play a Viking Kubb game and there was a beanbag toss for more fun.

In addition to the trivia game prizes provided by Motorwerks BMW, door prizes were generously donated by Bavarian Autosport, Sterling Enterprises, and EuroTech.

Tom Lawell had flyers available with three social driving events and a weekend overnight event that he is organizing. And we just recently heard of a joint event with the Iowa Chapter. Details for these are all available on the North Star Chapter web page. Looks like the North Star Chapter has a fun summer and fall ahead of us.





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Cars For Sale



2009 328i xDrive sedan

Bought a 2014 X3 for growing family, so our beloved 328xi has to go. 28k miles (picked up at the BMW Performance Center in SC). Space Grey Metallic/Black Dakota Leather/Light Burl Walnut trim. 6-speed manual. Cold Weather Package. Premium Package. Comfort Access. iPod and USB Adapter. Premium Hi-Fi System Park Distance Control. Xenon Headlights. 17" wheel option w/ all-season run-flats. All service at BMW of Minnetonka, records available. Full disclosure: A week after we got the car home in 2009 a teenage girl drove out of a parking lot and hit the passenger front corner at very low speed. Damage was limited to the wheel, headlight and minor front corner body panels. Completely driveable -- really minor damage. It was fixed up like new at Sears Body Shop with OEM parts (records available), and it's like it never happened. We've been driving it ever since with no further issues. Asking \$23,000, OBO. Tom - tom@tfabraham.com or 612-387-7053

98 M3 Coupe

Here you go people, 98 M3 with only 117,000 miles. Stored winters and only put about 500 miles on or less the last 4 summers. The upside, UUC Short Shift, H/R Race Springs, Frozen Rotors front and rear with extra track pads, X Brace, Cone Air Filter, Track alignment, DE Seat Belt harnesses for driver and passenger, all radiator issues done about 4 years ago at Orr, no heavy ass Sun-roof to slow you down, winter wheels for storage and car cover. This car is set up with the perfect balance for street and track use!! The "I can drive it this way and still have boat loads of fun", the a/c doesn't cool and few scratches on the body with a nickle size rust spot on the trunk. This car wont last long. Will send to JB for detail on delivery. \$9995.00 OBO. Low ballers I have a bat. Craig 612-968-0839 4cweber@charter.net

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1995 M3

Cosmos Black, black interior, 158k, 5-speed manual. Racing Dynamics e36 Strut Bar. T/C Kline Racing Suspension Kit (Koni Single-Adjustable struts/shocks with H&R Sport Springs). Turner Motorsports Jim Conforti Programmable Performance Chip. Team Dynamics ProRace 1.2 17x8.5 wheels (including spare) -- will come with Nitto NT05 tires. Euro Floating Rotors w/ Hawk HP+ pads (at least 50% remaining). Track alignment. E36 Cross Brace. Motion Motorsports under panel. New clutch / New cooling system. Well maintained, records available. Bad: Coolant level sensor is bad; ABS light occasionally comes on (relay); Headliner is starting to release on sides; Left-rear interior trim card has come off (included with car); A/C doesn't work (leak); 11-button OBC main display is bad (clock is good). \$8500. Contact: mike@bussefamily.com or 651-260-1123

Other For Sale



2005 Open Car Hauler / Race Car Trailer

Kremin open race trailer – Black. Trailer has 18' bed that includes 2' of slight beaver tail for easier loading. Trailer has 4'x4' tool box with an interior light and a tire rack. It pulls every nice and smooth even behind smaller tow vehicles (I use a Dodge Durango). With Storage Box and Tire rack. Four wheel electric brakes with new break-away battery and self-charger. All tires have been replaced once, and a spare is included. Email for more details. 2,750 / Offer. gregoryswenson@yahoo.com

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