

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



North Star Bavarian September 2012



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
— position open! —
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
Dick Nyberg
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
— position open —
winterschool@northstarbmw.org
carcontrol@northstarbmw.org

What's Inside

2012 New Member Welcome Picnic	2
6th Annual Garage Door Opener.....	7
Meanwhile, Back At The Wrench	13
Carmudgeon Chronicles	14
Summer Car Control Clinic	16

On The Cover

Summer is fast coming to a close. But that doesn't mean we can't take a look back at what made this old-fashioned, hot-and-humid Minnesota season special. From the Garage Door Opener in May to the August Car Control Clinic, let's take a moment to remember that even though winter is long, spring and summer can be pretty long, too.



“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

2012 New Member Welcome Picnic *Tracy Rolf*

New Location, Loads of Fun!

Few things are more fun on a beautiful sunny summer day than enjoying a picnic surrounded by our favorite cars. Hats off to Dale and Sheila Olson for organizing and hosting another memorable picnic.

All picnic spots are not created equal, and the new location at Brookview Park Picnic Shelter in Golden Valley was perfect. This is a private area with a great parking lot to show off a wide range of dazzling cars from vintage 2002s and 635s to new 135s and 335s, along with a Chump car, a Z8 roadster and more than 20 other examples of BMW's finest. And no frisbee golf or rusty Chevy Lumina anywhere!

One highlight of the event was the raffle featuring products and services donated by generous local businesses, including BMW of Minnetonka, Bavarian Autosport, Diversified Cryogenics/Frozen Rotors, Sterling Enterprises and Motorsports Fuel and Equipment.

The edible offerings at the Sunday afternoon event ran the gamut from hamburgers and bratwurst (from Von Hanson's meat market, of course!) to coleslaw, chips and cookies, all cooked to perfection by the barbecue master du jour Jonathan Bush and enjoyed by more than 80 guests.

It turns out, July is National Picnic Month. Watch the North Star BMW calendar next year to sign up for the 2013 event!





IMOLA
MOTORSPORTS Inc
721 Hampshire Ave. S • Golden Valley, MN 55426

Servicing Twin Cities' European Automobiles

JRZ
SUSPENSION ENGINEERING

TURNER
motorsport

VISHNU

T | 763-205-2561
service@imolamotorsports.com

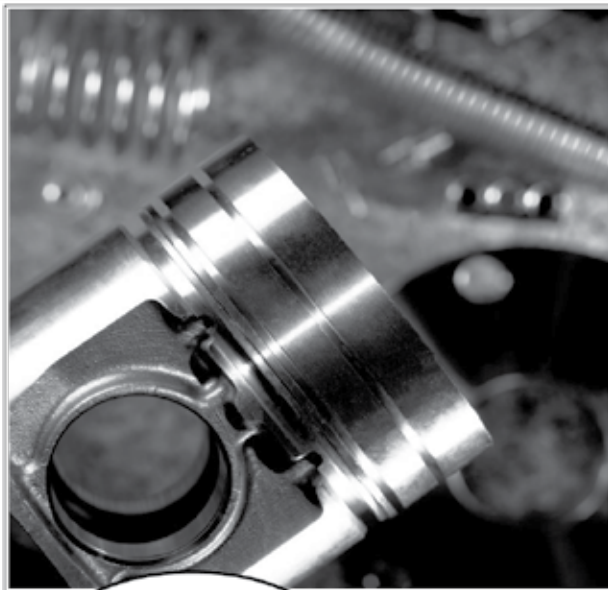
Call us today to schedule your next appointment.

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

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







**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

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...

6th Annual Garage Door Opener *Dale Olson*

On Saturday, May 5th, the North Star Chapter held the 6th Annual Garage Door Opener. This year it was a case of visiting “real world” garages, nice attached 2- and 3-car facilities in suburban neighborhoods that are at the residences of local chapter members. A common theme we saw this year was the display of wall art, flags, banners, or personal mementos people had acquired over the years. The garages we visited were all home to the family daily drivers as well as places to do some serious wrenching. Thank you to everyone who so kindly opened up their homes to the North Star Chapter members this year.

Participants again gathered at First Gear Garage (www.firstgeargarage.com). We got the opportunity to meet their new full-time, on-site mechanic available for everything from supervising a job you might not feel comfortable tackling all by yourself to doing a job start to finish. During our visit he was helping replace the front half-shafts on a BMW 325xi wagon. First Gear now offers a parts supply service as well (www.firstgearparts.com) for both take-out and work-in. More importantly, that morning they supplied the coffee and bagels, and for that we say, “Thank you!”

more:





Then it was off to our first garage. Ken Bast had a typical two-car garage that, before he fixed it up, was so “nothing special” that he printed off some ‘before’ pictures for comparison. It’s amazing what a little paint and some lighting can accomplish. The polished concrete—as opposed to epoxy coated or painted—floor was an attractive improvement over the salt-pitted mess he told us he had started with. The red Miata, as well as the window sticker depicting a MINI, shows his enthusiasm for all cars, not just those sporting a roundel.

On the road again, we arrived at John Eichenberger’s home. He had the kind of lighting I wish I had; multiple eight-bulb fixtures that lit things up with no problem. A laptop, a full bank of tools, and lots of literature keep John’s BMWs in top order. The ceiling-mounted hose reels, the in-floor drains and laser parking positioner are complemented by the remote controls for the vacuum system and electric pressure washer. This garage is designed for not only working on cars but also washing them in the winter! *more:*



Next was Tony Stamson's garage. The Garage Door Opener motivated Tony to purchase some new flooring mats and to give the garage a good organizing and cleaning. We loved the lime green garage refrigerator, as well as the Ikea cabinets with frosted glass doors to hide their contents. Unanimous consensus gave his E30 M3 trunk lid workbench light the Coolest Garage Accessory award.

Our last stop was at Craig Lovold's home. Craig built the house and was able to specify tall garage ceilings. He took full advantage of them with his hoist. Here's a trick: to make the garage doors look normal height, place the windows higher up! The fact he also had enough room to park another car in front of the two next to his hoist is a bonus. Under the house is a storage space with enough E36 parts to build several E36s. Indeed, Craig built a trailer out of the rear half of a 325i sedan. Oh, and there's an Isetta tucked in there, too.

Craig is the kind of guy who just doesn't do things half-way. Witness his turbocharged E36 track car (see previous North



Star Bavarian), his Speed Racer collectibles cabinet, and his E30 Chump Car. A perfect example of this thoroughness is his driving simulator. No, a simple seat, steering wheel and pedals weren't good enough. Craig actually cut the driver's compartment out of an E36 3-Series, complete with adjustable power seat, dashboard and center console. The gauges don't yet work, but then again he's not finished. Craig had Road America cued up for GDO participants to take turns, and what a hoot it was! I managed to spin out, crash into the walls, and still make it around a few times.

We finished the day at T.J. Hooligans in Prior Lake. Just as we were getting our meals the skies opened up! That didn't put a damper on our conversation, though. We were very fortunate the weather held off until after we were done with the driving part of the event.

Once again this was a great tour with lots to see and many ideas to take back to our own garages. Plans are already in the works for next year!

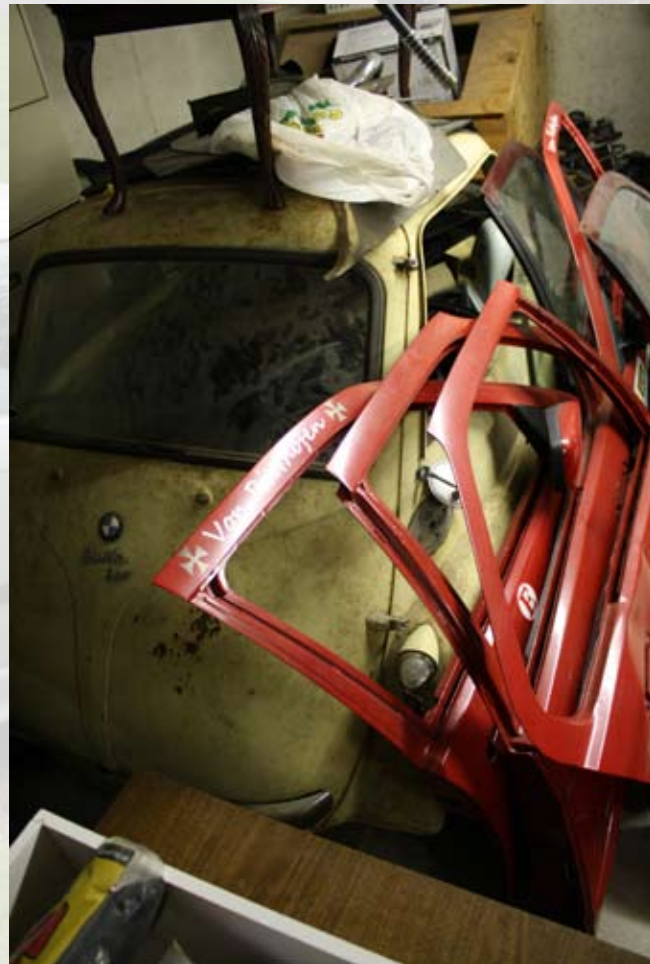




We are your local source for Active Autowerke, Fabspeed, Moton, Forgeline, HRE and more!

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

Meanwhile, Back at the Wrench... Jonathan Bush



Fleet Roulette

As some of you know by now, the current fleet of old cars—specifically the 1972 Bavaria and the 1981 528i—is on the block. I could name a hundred different reasons for this upset, ranging from storage space to maintenance needs to the relative intelligence of having two cars you can drive six months out of the year, but don't. However, at the end of the day, or the auction, I can boil it down to this: After fifteen years of M30-powered BMW sedans, I'm just kind of over it. I'm done. Great cars, absolutely love them to bits, will probably kick myself down the road. Still, that's it.

Actually, to some degree, storage space is a real issue. When I lived in California, I literally used the entire Bay Area as my parking lot: a Bavaria or two in San Rafael, an E30 and a 2002tii in Alameda, and a 1963 Impala and the 528i in Oakland.

Living in a townhouse in Minnesota, even one with a very large two-car garage, has its drawbacks. The two old cars sleep in the garage during the summer, while the two real cars live outside, collecting acidic bird droppings and tree sap. In the winter, one old car gets shuffled to offsite storage—either in Wisconsin, in trade for one good bottle of Single Malt, or just across town for \$50 a month—and the two real cars get circulated in and out of the one open garage space.

My goal is to sell the Bavaria and the 528i—and get one older car to play with, something modern enough to be a real car if necessary, but old enough to be

interesting: a toy I can tinker with, but don't always have to. Something with a convertible top and chairs for four. Having one older car will make the winter months easier, because when that car is away for the season, I'll have two open garage spaces.

Despite proclaiming to anyone within earshot that my previous E30—a 1991 318is—was my last E30, part of me wants another 325i convertible. The first one I bought was a complete disaster, a \$500 rolling toilet with a broken timing belt and new life forms growing out of the carpet and in the trunk. But after a quickie head rebuild, a set of used comfort seats (flip-forward functions are for wussies, especially in a drop-top) and three gallons of Simple Green, it was a cheap cruiser. I think I put the top up twice in the time I owned it.

The next 325i convertible would not be so roach-tastic. I want a color that isn't white or beige; indeed, silver or gray with red leather would be lovely. I also want an earlier version with the aluminum diving-board bumpers, say 1987–1990, because it would eventually have to get little chrome European-market bumpers. Of course, I could just get a European-market car, if I could find one.

I've been scanning www.mobile.de, a classifieds website based in Germany (and owned by eBay) but catering to cars all around the Continent. According to our esteemed government, anything 25 years old and older can just come into the United States. Unlike California, we don't have emissions or safety inspections here in Minnesota. So, based on my understanding, you fill out the appropriate forms, pay the importation fees and duties, and drive off in your new whatever. I'm probably over-simplifying, but the gerbil on the treadmill under my tin-foil helmet likes to think it will all just work out.



Oddly enough, the average price in Europe for a full convertible is roughly 30% or 40% higher than for a relatively rare Baur Cabriolet, one of those misfits of the E30 realm with a removable-roof center and a folding rear section. So the question is, given that the relative utility of the two is the same, and given the expense and hassle of shipping either one to the States, which would you rather have?

I've been toying with another idea, and that is to also flush the 1995 Mercedes-Benz E320 daily driver and replace it with an E320 Cabriolet. Incredibly expensive when new—Eighty Large for an E-class?!—the value has mostly bottomed out our for decent daily drivers. Like all cars of a certain age, there are a few things to look for: rust, engine-wiring harnesses, electronic-throttle-control motors, and rust. The power tops mostly just work. It's one of the few four-seat convertibles that exhibits absolutely no cowl shake, even over large bumps—and even in cars with high miles.

The downside is no readily available manual transmission—and, well, they're not as much fun as a toy car should be. There's also the gamble of learning a new daily driver. Rust aside, my E320 has been a great car. It does everything I want a daily driver to do, including starting, turning, and stopping at the appropriate times. I'm confident this will still be true come winter. The icing on the banana bread is that it still looks pretty good when cleaned up.

But if I had a car that took care of the convertible itch, and at the same time satisfied commuting duty, I could get a toy car that's really stupid.

The list of Really Stupid Cars is long. I'll have to sell off some of the current less-stupid fleet first.



Ken's Bragging

Admit it. The fantasy of driving your very own Ferrari has crossed your mind. It doesn't diminish the joy of driving your own favorite Porsche, BMW, Mercedes or whatever. Still, a Ferrari would be nice. Ads for them jump out at you from your car magazines.

Worse, you could be humbled by one as it blows by you on your favorite back road. I know the feeling. I know it because it's been a part of my psyche since before you were old enough to drive.

Early on there was little time to think about any cars much less a Ferrari. History got in the way. Stuff like WWII. They let me drive their fastest amphibious craft. Even taught me the finer points of handling a 50-caliber machine gun. But no cars.

Fast forward to 1988. The Ken Kamstra who dropped out of high school to go fight a war has done okay for himself. One of the top ten agencies in town.

Then the Ferrari fantasies came back.

They might have remained just dreams but history intervened again. Enzo Ferrari died! The world's foremost car creating genius was dead at 99. I panicked. "What if they just board the plane and never to create another Ferrari?"

Other Ferrari dreamers fueled the rumors of demise. "I'd better get one before they're all gone," I told myself. But could I tell my wife, Marion? She'd say something sensible like, "You've got a garage full of cars already!"

It was 1990. Maybe it was already too late. Marion was shopping - she has her hobbies, I have mine. I called Big Red Ferrari in Norman, Oklahoma.

"Yes I have one left. It's a red Mondial Cabriolet. You'll love it." I didn't love the 'slightly over list' price but I said, "I'll take it."

Two days later, Big Red's truck made it's way to Kamstra's snow piled driveway. Neighbors gawked. I choked up. Even Marion seemed pleased as we both stood

gazing at our gleaming red Ferrari.

Car And Driver - much more objective than me - gave a glowing review of the Mondial. Owning one, they said, was "... like a Cessna pilot who had always fantasized about flying an F-15 jet... the Mondial tingles your soul in all the right places."

It does great things for your ego, too. On a trip to Texas, we stopped at a posh Kansas City hotel. The doorman insisted that our Ferrari remain out front while he provided free courtesy car service for us around town. That never happened in our travels with other fine cars.

Some 20 years later, my Ferrari still tingles my soul. It will always command prime garage space. Old "KENZTOY" (my plates) will never be for sale.

How about your Ferrari lust? If you have none you could be missing something.

Finally, Some Swag To Call Our Own!

North Star BMW CCA is proud to announce our new line of high quality merchandise. Since we now have a brand new logo designed by club member Brian Thull, we decided now was a good time to bring out our first round of clothing including t-shirts, hats and polos. There are many items perfect for both women and men. And remember that each purchase provides a portion of the price back to our club. Thank you for your support!

Available now! Only at:
<http://www.northstarbmw.org>



Sterling Enterprises

DETAILING OF FINE AUTOMOBILES

JOHN BIESECKER

480 OLD HIGHWAY 8 NORTHWEST
NEW BRIGHTON, MN 55112

612-598-7920

JOHN.BIESECKER@GMAIL.COM

Same Day Service

on most repairs



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

Summer 2012 Advanced Car Control Clinic

"This was the biggest, hardest working group of volunteers we have ever had. Not only did they provide coverage at the major elements of the course, but the volunteers enjoyed talking with each other. Several were seen getting rides around the track with instructors!" ~ Dave Nielsen

Thank you to all of our volunteers. Like so many of our events, we could not do it without you!

- Tia
- Brandon Bennett
- Holly Charton
- Graham Ganser
- Matt Griser
- Meko Hadzick
- Michelle Huberty
- Fuji Khang
- Noah Miwa
- Debbie Norrbohm
- Alyss Olson
- Tim Oudin
- Anthony Tran
- Nuke Yang



"I just wanted to say I had a blast at the advanced car control class on 8-11-12 at DCTC. I want to thank North Star BMW for doing such a great job setting everything up. I'm a Subaru guy with an STi and everyone made me welcome. I'd also like to thank my instructor, Chong. He did a great job teaching me the basics of driving on a track (first time). Thanks again. I'll be back next year." ~ Steven Halvorson

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