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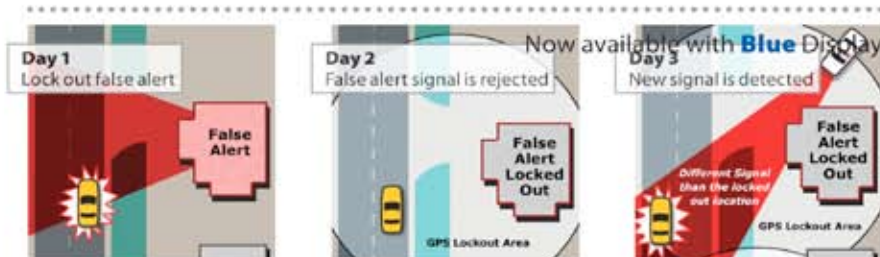
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*On the Cover:
O’Fest 2010 held
in the land of milk
and honey – and
cheese, of course!*



President's Report *Eric Christenson*

I hope all of you had a great summer this year enjoying the outdoors and spending time with family and friends. I know for most of you a significant part of the summer is devoted to enjoying the pastime of driving, whether a leisurely trip up north or an adrenaline filled weekend at the track. Either way, it's safe to say summer is the time to enjoy our wonderful driving machines, feeling the wind in our hair and the sun on our faces.

As a 10-year member of our chapter, it has been fun to watch the growth of the drivers in our club. The quality of the driving schools and instruction is on display everywhere you look. It is evident when you talk to the parents of teens who have completed the Street Survival program. They report their teens are more safe and confident than they were before the school. I also see it when students come up to me at car control clinics and share how the school has helped them learn about their cars and their own abilities.

This summer the success of our

performance driving schools at BIR was quite apparent. To me, the Summer of 2010 will be remembered as the summer of Chump Car and Oktoberfest at Elkhart Lake, WI, and Road America.

A little recap: Chump Car is a growing entry-level form of auto racing that exploded in the Midwest this year. The concept is to build a team of drivers, mechanics and pit crew and develop a team racecar with a fair market value of \$500 or less. Chump Car is similar to the 24 Hours of LeMons, another tongue-in-cheek, fun form of racing on the cheap.

My interest was piqued December 2009 and I joined the North Star Chumps, a team comprised of several North Star BMW CCA driving instructors and other advanced drivers. Our two-race season proved to be a good feel of what real, full-budget competition racing is, including the highs of moving up the race leader board and the lows of mechanical trouble. While our 1984 318i was a wild card most of the season, the skill of our drivers was not. It was rewarding to see our team drive consistently, safely, and

competitively. I attribute much of that success to the North Star driving school programs.

I remember the start of several team members' driving school careers. At first it began as an experiment: Let's see what this school is all about. Then it grew to building on what was learned at the previous school. At this point you likely upgraded from your 325i to a 330i/335i or an M3. Now it was about seeing what the new toy could do, and growing your skill level to meet the performance abilities of the car. By now you've been to multiple schools, multiple tracks, maybe built a track day car, and you're an advanced student. Before you know it, you've joined a race team, or you're racing individually.

But it all started out with that first school and it grew from there.

There were multiple Chump Car teams with North Star drivers. Looking at the standings, success was best measured not by the car you drove, but the level of experience and skill of the team. Talking

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with the teams near the bottom of the race standings, it became evident that most of the drivers on the team had little to no driver education. The Chump Car races varied from 7 to 24 hours in length, so each driver could potentially spend literally hours in the car. A team with inexperienced drivers was immediately at a disadvantage, giving new drivers plenty of opportunities to give up time and race position.

Special congrats to Craig Lovold's team car "The Flying Circus" and Dave Meek's team car "Team Butterman" for podium finishes during this Chump Car season!

The same skilled North Star driving was showcased at the driving schools at Oktoberfest at Road America. I was unable to witness the driving events myself as I was only able to stay for the first few days of the week. However, knowing many of our drivers participated in a variety of driving events made me proud of our chapter. We had local members compete in the gymkhana, TSD rally, and the Thursday/Friday autocrosses.

Kudos to Aaron Lorenzen and Peter Halama for finishing in the top 10 in their class in BMW of Minnetonka's 1999 BMW M Coupe project car!

Additionally, there was a large turnout of North Star drivers and instructors at the driving schools at Road America. Did they ever luck out; low 80s and warm sun every day at the track. Be on the lookout for Matt Cramer's article in the next issue of the North Star Bavarian describing his experiences at the BMW CCA Racing School.

I think it is safe to say the Summer of 2010 was exciting for many of our chapter members. I can't wait to see all of you at 2011 driving events!

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Carmudgeon Chronicles Ken Kamstra

An Ode To Teeny Weenie Wheels (Tomorrow's car?)

*Here's to the man
who dares to think small.*

*A guy in command,
defying them all.*

*He loves his new toy;
can't wait to try it.
But first he knows well
he may have to diet.*

*Once trim, he squeezed in,
all ready to go.*

*What adventures ahead
he had no way to know.*

*He'll tool along smartly
with knees on his chest;
exclaiming quite loudly*

that father knows best!

*The screams he is hearing
from in the back seat.*

*No doubt it's the kids
saying they think it's neat.*

*Some scoffers might warn
that wee cars are risky.*

*Tell 'em no need to fret
'cuz you'll never drive frisky.*

*So on your way now;
no trucks should you fear.*

*Those big rig drivers
won't know you are near.*

Zooming onto the freeway

*will keep you alert.
Just dodge the fast drivers
and you'll never get hurt.*

*Your insurance costs more
but what do they know.
They're just being greedy;
don't go with flow.*

*While bigger cars guzzle,
your car sips its gas.
Ignore the raised finger
of those trying to pass.*

*For instance the dude
in his big SUV.
He knows not the joy
of hugging a tree*

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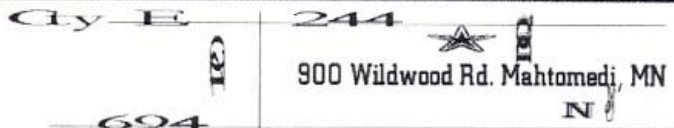
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North Star Chapter New Member Picnic *Dale Olson*

July 18 saw a beautiful day dawn for our annual New Member Picnic. As usual, all North Star Chapter members were welcome and encouraged to attend. Those that did enjoyed an afternoon of brats, burgers and beautiful old and new BMWs while welcoming our new members to the Chapter. That welcome included great food, great cars and a great time.

Door Prizes were generously provided by BMW of Minnetonka, Motorwerks BMW, Bavarian Autosport, and BMW CCA. J&B Eurotech again provided custom chocolates, always a big hit. Door Prize Winners: (GC – Gift Certificate)

- Edward Dillon BMW Shirt
- Anna Ganser \$75.00 BMW of Minnetonka GC
- Jim Carlson \$50.00 BMW of Minnetonka GC
- Steve Greenstein \$25.00 Bavarian Autosport GC
- Aaron Bahner BMW Shirt
- Gary Ganser \$25.00 Bavarian Autosport GC
- Laura Bast BMW Shirt
- CJ Harayda \$25.00 Bavarian Autosport GC
- Leighanne Holmes BMW Shirt
- Tom Lawell BMW Shirt
- Duane Thompson \$25.00 Bavarian Autosport GC
- Chuck Pitschka \$25.00 BMW of Minnetonka GC

- Debbie Lawell \$10.00 Motorwerks BMW GC
- Mark Stoltz \$10.00 Motorwerks BMW GC
- Laura Fuentes \$10.00 Motorwerks BMW GC
- And a whole bunch of tire gauges and cup cozys

Matt Brown provided a brand new 5-series courtesy of Motorwerks BMW for everyone to check out during the event. It's an amazing piece of engineering and more subdued, yet classically handsome, styling.

We raised \$92.00 for Cancer Kids (a foundation of Children's Hospitals and Clinics of Minnesota) as a result of the "People's Choice" votes.

Trophy winners are as follows:

- Top People's Choice: 2002 Z8 – Paul Carlson
- It's a Classic & It's Shiny & Cool: 1989 635CSi – Dale Falk
- It's Contemporary & It's Darn Cool: 2006 M Coupe – Jorge Rimblas
- It's Still Running & That's Real Cool: Chump Car E30 – Chump car team

Thank you again to our volunteers, and again a hearty and warm welcome to our new members. We look forward to seeing everyone next year.



FirstGear Garage Hosts Food Drive and Car Show *Jonathan Bush*

FirstGear Garage recently hosted an “open garage” benefit for PROP (People Reaching Out To Other People), a local charity operating a food shelf serving Eden Prairie and Chanhassen.

PROP collected non-perishable food items. Those who brought donations were entered into a raffle awarding prizes such as free lift time at FirstGear and BIR performance driving school gift certificates.

The weather was perfect for checking out interesting and beautiful cars ranging from a newer Ferrari 355GTB to a vintage BMW 2002 to a late-model Miata sporting an LS3

Camaro V8. Several guests stood around with digital cameras and cellular phone recording the glorious noises emanating from the Nissan GT-R’s four sewer-sized exhaust pipes.

Hungry attendees were well-served with hotdogs and hamburgers. Children of all ages were entertained by the inflatable sumo wrestling outfits and the beanbag toss, as well as the musical stylings of DJ Incitare and United Sound Studios, spinning tunes inside the FirstGear shop.

Thank you from PROP and FirstGear Garage for all those that supported this event. This event

was a tremendous success because of you.

About PROP (People Reaching Out To Other People): “PROP is a nonprofit, multi-service organization serving children, families, and adults in Eden Prairie and Chanhassen. The agency partners with community members in need to realize self-sufficiency goals. PROP operates a food shelf, provides emergency services and offers short-term case management to qualified participants. Since it began in 1971, PROP’s mission has been generously supported by local businesses, civic organizations, churches, schools, and individuals.” - from PROP’s website, <http://www.propfood.org>



Notes From BMW CCA Oktoberfest 2010 at Road America/Elkhart Lake *Dale Olson*

If you have never been to a BMW CCA Oktoberfest, this one would have been the one to go to. Attendees were met with a gorgeous setting, a world-renowned race track to play on with sports car history going back to 1950, and a whole bunch of fun events to participate in.

You really had to pick and choose what you wanted to do. My wife Sheila and I were not into the high-speed driving events as Augie, our 1973 Bavaria, has never turned a wheel in anger on a race track. However, we still found our days practically filled.

Since most of the rooms at The Osthoff Resort, the hosting hotel, booked up quickly we wound up staying at a wonderful little bed and breakfast about a half-block away. After a pleasant four-hour drive from our home in River Falls, WI, we arrived and checked in at both Oktoberfest and our B&B.

While relaxing on the front porch, we watched a truck arrive pulling a 1955 BMW 502 sedan. Turns out, the car was for sale and the seller is friends with the B&B proprietor. A true garage find, the car had lived on Washington Island, off the peninsula of Door county, and had been a summer car its entire life. The faded paint and dried-out rubber took little away from the fact it was complete, running, and just needed attention to some mechanical issues to make it road worthy.

Of course, a \$600 clutch master cylinder – assuming you can find one – does tend to give one something to think about. Unfortunately, the kibosh was quickly put on any ideas I might have had about taking this treasure home. More unfortunately, I just got to look at it the

rest of the week.

That evening, we had a delicious meal at the Beach Party buffet, complete with live music under a large tent right on the lakeshore.

Tuesday we helped direct and park cars at the Concours on the grass at The Osthoff Resort. This was fun since we got to see every car as it rolled in. Sheila directed the vehicles to either the “Judged” area or waived them on to me for the “Display



Only” area. While it wouldn’t seem like a big deal, some people really have a hard time positioning their cars when there are no pavement markings to line up with. Sometimes it felt like I was trying to herd very beautiful, expensive cats.

The cars ranged from downright lovely to at least very interesting. For example, it was fun picking out the conversion details of the right-hand-drive 528i with the British license plates. There was quite the range of other entrants: two M1s, two Z1s, some nice Neue Klasse 1800 and 2000 sedans, a gorgeous green 1972 Bavaria, several outstanding 2002s, and a stunning 1940 BMW 326 Cabriolet. Various important race cars were present as well. We even had an Isetta show up.

That evening we attended an informational meeting for workers and participants in the TSD rally. We were going to be checkpoint workers and, never having done anything like that before, we wondered what our duties would be.

Wednesday morning dawned a beautiful day. (It was actually great weather the entire time we were there.) We gathered at the TSD send-off location, collected our map to the checkpoint and a synchronized chronograph, and off we went. Our choice of working the rally rather than actually driving it was verified since we got lost on the way to our checkpoint location! Once we found the red paint and had our checkpoint sign facing the right direction, we pulled out our chairs and cooler and settled in for some clocking action.

As the cars passed by, I simply had to hit the timer switch when the front tire was even with the checkpoint. My job was made easier as the checkpoint was lined up with a tar-filled crack, so not only did I have a visual aid but also the tires would make a distinct “thump” when they crossed the strip. Sheila would get the car’s number and description, and I would read off the time and reset the clock.

Our location was very scenic. We were positioned between two corn fields, near where the two lane blacktop came snaking out of the trees on a slight uphill curve. Both the Roundel photographer and videographer stopped by to capture the cars as they popped out of the trees and blasted up to the stop sign 100 yards away from us. The last car through was the rally organizer. He collected our sign,

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(Continued from page 8)

Notes From BMW CCA Oktoberfest 2010 at Road America/Elkhart Lake *Dale Olson*

clock, and sheets and we were done!

Later we went to Road America and watched the Gymkhana. If the Concours was elegance, the Gymkhana is goofiness! That evening we spent some quality time at the famous Siebken's bar. Think Mecca for the road race historian. On every square inch of the walls and ceiling there is memorabilia dating back to the first race through the town of Elkhart Lake in 1950.

Thursday morning saw us on a coach bus to Milwaukee to tour the Harley Davidson Museum and the Milwaukee Art Museum. Our visit to the Harley Museum coincided with a special exhibit on Evel Knievel's life and career. That night was another buffet,

this time at Road America. Later in the evening there was an outdoor showing of "Ronin," a movie featuring three outstanding car chases, one of which showcases an E34 M5. However, since it had been a long day, we adjourned to our B&B.

Friday morning saw us back at Road America. BMW NA had many examples of their latest offerings on hand for extended test drives. I test drove a new 535i on a half-hour loop along some country roads and through a neighboring village. While a very sweet ride, by the end I wasn't sure I liked the idea of having that level of technology in a car; why did it have this habit of vibrating the steering wheel every time I clipped an apex in a

corner? Later on we checked out a few of the local sights, did some shopping, and had a great lunch.

Friday evening we returned to the beach-front tent for the final banquet and awards ceremony. Where else but in Wisconsin would you get giant Roundels carved from solid cheese? BMW NA provided their idea of a strip tease by rolling in the new 1 Series M Coupe covered in a very tight-fitting cover, and then showed the assembled crowd a little bit of the grill and front fender. It did get the crowd worked up, though.

After a blessedly uneventful drive home, we began making plans to attend next years Oktoberfest Birmingham, Alabama. Hope to see you there!

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Meanwhile, Back at the Wrench . . . Jonathan Bush

Stupid Old Car Tricks, And A Change To The Fleet

Getting rock star parking on a perfect August evening in front of the bar at Siebkens, one of American racing's holiest of shrines, didn't suck.

Somehow Max the 1972 Bavaria came together for our big outing to Oktoberfest 2010 in Elkhart Lake, WI. We were planning to leave from Minneapolis Wednesday morning and return Saturday after Bimmermeet. Final car preparation didn't quite come down to Tuesday at midnight, but it was Saturday when the new clutch master cylinder was installed.

Everything else was done by then. The new dashboard and center console, sporting an 80s-vintage Blaupunkt tape deck feeding MB Quart speakers, were fitted. All four doors had come apart and anything that moved inside of them was lubricated. The door panels themselves now sported handmade birdseye maple trim. The pretzeled trunk hinge was replaced. Strangely, the exhaust thump seemed to have taken care of itself. Best not think about that one too much.

My buddy Mark Pedersen and I did, in fact, leave Wednesday morning, albeit several hours after we had planned. My wife Chris and our then-five-month-old son Baur were flying into Milwaukee that afternoon and driving up with friends in time for a late dinner at The Osthoff Resort, the hosting hotel. Mark and I arrived early enough to both get checked into our hotels and then plant ourselves at Siebkens.

The cars camped out around downtown Elkhart Lake were astonishing. You name it, there were several examples of every era and style parked along the streets. Closest to the patio at Siebkens were a beautiful E30 M3, a menacing 8-Series,

and an ultra-rare BMW Z1 that had just cleaned up (no pun intended) at the Oktoberfest Concours. Camped right in front by the ice cream hut was one tatty but honest 1972 Bavaria which, considering its jaunt through the middle of Wisconsin at the height of summer, was covered in remarkably few dead woodland creatures.

All told, over five days Max covered a little over 1000 miles, including the drive to and from Elkhart Lake, some very spirited backroads pounding on the Kettle Moraine Scenic Drive, and 10 or 12 laps of Road America with four people aboard and a trunk literally stuffed with Bavaria parts hauled in from California by Bill Arnold and Tammi Hull (thanks again, guys!). Of the many memories, one of the brighter ones is my friend Jesse in the back seat repeatedly asking, "How old is this car?" as we gracefully arced from corner to corner and up the front straight of Road America.

What broke? Nothing except for my sunglass clips the morning we left for home. Piss me off; damn things were too dainty for duct tape.

While old cars are never really finished, for now Max is done. Sure, the window channel felt never got replaced, the tie rods are a little tired, and the surface rust on the body will have to be addressed at some point. But for now, the car will be preserved and enjoyed.

This means work can really begin on Chuck the 1981 528i.

The new dashboard and center console on that car – sense a trend here? – went in before even a screwdriver was unleashed on Max. Take it from me: Do not have two old BMW interiors ripped apart

at the same time. After a while Ziploc bags full of screws all look the same. Strangely-shaped metal brackets, painted black of course, get lost in the piles. You find yourself poaching parts from one car to the other, and then it gets confusing. You're filled with remorse because you think maybe you're favoring one car over the other. And you probably are.

After hammering around Road America, a course I had never driven, I decided I needed another track day car. The last one, a Dinan-infused 1987 325is named Hugo, had spoiled me at places like Thunderhill and Sears Points (I refuse to call it Infineon Raceway). Max is, quite frankly, too old for extended bouts of such antics. Still, I missed driving on race tracks.

Chuck is going to be the new driving school toy, much to the consternation of Mr. Arnold: "E12s don't turn in! They're too heavy! They flex more than a Bavaria or an E28!"

Perhaps. The weight issue can be addressed. Battering ram aluminum bumpers can be replaced with chrome jewelry from our European friends. The boat anchor autotragic transmission will be replaced with proper row-your-own 'box. The air conditioning hardware is already in a landfill somewhere.

The suspension can be made good enough, particularly after putting the car on a diet, and there are ways around chassis flex if it gets to be a real problem. Besides, what else am I going to do with the car? It's part of the family and, like Max, I'm not allowed to get rid of it.

It also happens to have a fresh, 3.5-liter M30 big-six with modest, US-spec compression. Which means it's ripe

for turbocharging. One car I noticed at Oktoberfest was a sinister black E12 with later Motronic fuel injection and a Turbocharging Dynamics blower on it. Thank you, sir, for the proof of concept I was looking for. Now I know the Motronic manifold tucks in next to the stock brake booster, and that there is enough room for turbo plumbing.

In other news, Otto the 1991 318is went away. My aging back was having none of putting Baur in and out of the rear seat. After the first bout of gymnastics I found myself practically throwing the car seat into its base. Not good. It would have been even more interesting trying this while standing in the freezing rain on a sheet of ice on a pitch-black, 10-degree morning.

Further, it was depressing watching Otto unravel from winter use. It's a shame when what you thought was a really nice car starts to get hammered by salt spray and ice chunks. That being said, Otto wasn't the E30 I would perform a full-tilt-boogie restoration on. I have other old cars for that brand of nonsense.

Due to sheer laziness, I opted for Craigslist as the selling venue. I could have used eBay which, while reaching a wider audience, opens you up to an even larger assortment of whackos. There is also the possibility of non-paying bidders, negative feedback, and the general hassle of coordinating the shipment of something as large as an automobile. "Those aren't really deal-breakers. People do it all the time," I can hear you say. True, but see the bit where I said I was lazy.

And speaking of whackos, oh boy, did they come out of the woodwork! I heard everything from, "I'm giving my 1999 328i to my mom and she is going to buy your 318is for me," to a question from a guy in New Jersey requesting I take 50% of my asking price and help pay for shipping.

Finally, I got a real call from a real guy

who seemed really interested in my car. He was a local fellow, had several street and racing Porsches, and showed up to my house in a Mercedes-Benz C63 AMG. After his test drive we talked about what it would take to restore Otto. He seemed satisfied and talked about how Otto would be going from my driveway directly to his favorite bodyshop.

I let Otto go for a little less than I really wanted, but felt more than okay since it appeared he was going to a good home. This left a void in the fleet that needed to be filled rather quickly. Baur likes riding in my old cars almost as much as I like driving them, but the lack of air conditioning would have driven us both into the shower.

I had intended to buy a six-cylinder E34 5-series. Newer and more modern than an E28 and cheaper and easier to maintain than an E39, even the good ones are fully depreciated. The problem is finding a good one in this part of the world where you can hear cars rusting on a quiet winter night.

A couple reasonable candidates showed up in the Washington, DC, area near my friend Reed Hitchcock. One was a 1991 535i 5-speed finished in dark metallic red with taupe interior. The pictures the seller sent made the car look lovely, a little worn but honest. The pictures Reed took showed me an E34 with unraveling trim, a warped dashboard, very strange dents on the trunk lid, and a poorly clearcoated front bumper. The transmission would occasionally pop out of reverse, a malady I was told could either be a tired shift linkage or a bad reverse gear. Feeling lucky, punk?

I decided to pass on that one. Every time I looked at the dashboard or the door trim I would have gotten annoyed. I would have forever poured money into making the car pretty, a constant battle since it would have seen winter duty.

An actual friend of Reed's had a 1995 525i, also a 5-speed, finished in dark blue

over taupe that could have been for sale if I was really interested. It seemed like a nice enough car, had some new parts and four new tires, and had reasonable miles. The dashboard was not warped, the door panels were not delaminating, but the clearcoat on the rear bumper was shot. Okay, I thought, since this is going to be a winter car.

Then Reed's friend, who is more Benz enthusiast than BMW aficionado, mentioned it had some kind of, "fan rattle, don't know what it is, but it lasts about 10 minutes after you start the engine." Um, that would probably be the VANOS unit on the front of the cylinder head eating itself. I would have had to shell out close to \$1000 even before driving it back to the Twin Cities. I decided to pass on that one, too.

I got to thinking. The Bavaria is basically a 5-series in a handsome suit. The 528i is an actual 5-series. Did I really want another one, or did I want something different?

By sheer happenstance I stumbled upon a car similar in size and shape to the E34 5-series, with an inline six-cylinder engine sending the goods to the rear wheels. While not a BMW in handling or acceleration, it is actually even more Teutonic, having been screwed together by the engineering elves up the road in Sindelfingen. It even has a similarly sized emblem on its nose, though this one is perched above the hood.

It's not perfect, but my 1995 Mercedes-Benz E320 is a damn nice car in which to haul Baur around. The seat heaters are hot and the air conditioning is cold. Remarkably, at 217,000 miles everything works, a testament to the fact this car's two previous owners had lavished upon it anything it ever wanted. After fifteen upper Midwest winters, my Benz even looks good when the valet guys pull it around.

And best of all, I don't feel bad about driving it in the winter.

Calendar of Events

November

13 Scott Hutchison Benefit 6PM - Midnight Hopkins VFW 100 Shady Oak Road, Hopkins, MN

For up-to-the-minute event information, check the North Star Website!

New Members

ARNOLD, ROBERT

CAMERON, JEFFERY

DEWEY, JOHN A

HUNTLEY, JOHN

NAPIERALSKI, FREDERICK

POSEY, THOMAS

BROWN, JIM

BRUNS, CATHERINE

CORNEILLE, FRANTZ

DAVENPORT, JACLYN

FURE, JOHANNES

GOODWIN, STEVE

HERMAN, LISA

JEVNICK, PAUL

JONES, ALLY

KELLY, MICHAEL

LARSEN, PAUL

MOLLE, GREG

MONTGOMERY, DAN

OSTRANDER, JOSEPH

PAIST, COREY

RECHTZIGEL, PEYTON

SANDBERG, DAVID

SAVAGE, THOMAS

SCHMEISSER, FRED

TEMPLER, RODERICK

THIEDE, ALEX

WILKINSON, ANGELA

WINSOR, ERIC

BOSER, GREG

BUCHANAN, CARIG

BUCKNAM, JULIE

CAMPION, DAWN

DOLYNCHUK, JAMIE

GILBERT, THOMAS

GRAINGER, PAUL

HAOAMA, PETER

HASSELQUIST, MARK

HOVE, BRADLEY

LOUKUSA, ANN

MICHELS, ROBERT

RADER, CHARLES

SMOLIGA, JOSEPH

TYLER, ROBERT

Street Survival at DCTC July 11, 2010

Thank you to our wonderful volunteers!

Jim Destiche	Todd Jannett	Ron Larson	Timothy	Will Thiede
Pam Hewitt	Julie Jones	Larry Paist	Rechtzigel	Brian Thull
Tashia Huberty	Sandra Kelly	William Paist	Andrew Saboe	

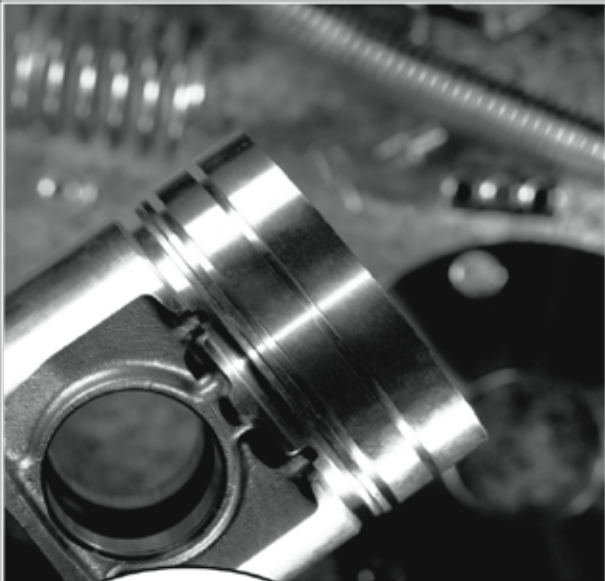
Advanced Car Control Clinic at DCTC July 25, 2010

Thank you, we could not do it without you!

Craig Bergman
Kelly
Schroepfer

To those we may have missed, we extended our heartfelt thanks as well. We hope to see you all next time!

Thank you!



**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



Classifieds

Cars for Sale

1994 318is WBABE5327RJA07765 Jet



Black, Black interior. 5 speed, 153,xxx miles. Includes set of winter wheels, tires, extra parts, and all records last 14 years. Good mechanical condition. All fluids changed regularly. Within the last two years: replaced clutch, front brakes, calipers, rotors, rubber lines, rear springs and shocks, reinforced rear shock mounts, alternator, muffler, instrument cluster, and front control arm bushings. Driver's door lock mechanism is loose, window regulator clip needs replacement, and headliner needs repair. \$2,995 OBO. Greg (651) 247-9278.

1997 E36 M3



1997 E36 M3. Alpine White with Modena interior. 47,000 mi. Luxury Pkg. Extra set of Motorsport rims with Dunlop Graspits snows. Upgrades include Dinan exhaust, chip, cold air intake, throttle body and strut brace. All service records will be provided. All service has been done at Euowerkz in Iowa. ASking price \$20,000 Contact Dale Rupp at 515-238-9118 for any other info.

2008 135i WBAUC73558VF22498
Cashmere Silver Metallic, Taupe

Leatherette, Year One of the One! 41k miles, 6 speed, Dinan Stage 2 upgrade , 384 HP, 424 Ft Lbs torque, Sport Package, Heated Front seats, BBS RGR wheels, original wheels with Blizzaks, BMW Performance Brake upgrade, One owner car, Priced to sell at \$26,500, Call Mike Bartley at (605) 691-9910 or e-mail mbartley@mac.com

1998 Z3 2.8

Black w/ tan/black interior. Time to Change. 59,500 miles orignaly a FI car brought up and has still never seen a winter, stored on my hoist in my garage every winter. Runs and drives excellent, K&N Cold air intake, Cosmo Racing strut tower brace are only modifications. Newer brakes & rotor and brand new General Altimax HP tires. Has custom fit car cover On Craigslist at: sale-9krqw-1987057825@ craigslist.org. Asking \$9900 or offer. Can send pics of cars if you need more than on craigslist...ALSO 2002 330ci may be for sale ALL OPTIONS 5 speed w/ 43,800 miles original CA car. Mike 952-250-2168

craigslist.org. Must see to appreciate this original nice survivor. Asking B/O over \$10,000. Can send pics of cars if you need more than on craigslist. Mike 952-250-2168

1985 535i VIN WBADC7408F0653256



Cosmos Blue, Blue. Been my every day drive for 10 years and now looking for a stately retirement. Traveled 243000 miles. During this time I have been restoring the car as a BMW original. No special modifications. There remains some body work for minor rust in the drivers side A pillar behind the door, and on the drivers side front and rear doors. There is a problem with SI board batteries, no temperature gage. Some other small issues. You need to drive the car to appreciate it. If interested call John Huntley at (651)399-9241 to discuss.

GermanCarFans.com



Parts for Sale

Hardtop for E36 convertible

Rare factory hard top that will fit '93-'99 3 series convertibles (318, 323, 325, 328, M3). Absolutely fantastic if you have to drive your convertible in the winter. It eliminates wind noise, has a glass rear window with defroster and fits perfectly. I'll include all the

hardware necessary to retrofit a car that didn't come with a hard top from the factory. Black. Goes well with any color car. \$1100 with retrofit kit and free installation advice :-). Craig Lovold (612) 418-6302



17" WINTER TIRES

FOR SALE 4-MSW 5 SPOKE MAGS AND BLIZZAK WS 60 TIRES 225-45-17 TWO SHORT SEASONS BOUGHT FROM TIRERACK FOR \$1050. TIRE WERE ON MY '02 330CI. ASKING \$700 obo. MIKE ISABELLA 952-250-2168 MISABELLA@AOL.COM

E36 parts

Need parts for your '92-'98 3 series? I've dismantled a few and I have a bunch of parts stockpiled. Wheels (great to have for snow tires!), HVAC blowers, shocks, alternators, control arms, seats, climate control, on board computers, door panels, body parts, transmissions, even engines. Craig Lovold (612) 418-6302 Shakopee

Blizzak LM-24V

Blizzak LM-24V winter tires on BMW rims. Used one winter, approximately 3,000 miles. Size is 245/45/18. These are mounted on Front: 8Jx18 BMW 6760 825 and Rear: 9Jx18 BMW 6760 626. Wheels in good but not perfect condition. \$500 for the set. Can send pictures. Keith Erickson (612)805-3565

E36 M3 Parts for Sale

1995 E36 M3 Coupe Parts. Trunk Lid - Avus Blue - Excellent Shape. Price - \$375. E36 Sun Roof Cassette - New tracks and in working order when removed from the car. Motor and gears included or will sell separately. Price - \$150. E36 Coupe Black Headliner. Price - Free. Miscellaneous Interior

Parts - Let me know what you need and I will see if I have it. Prefer local pickup, but will ship at your expense for packaging and shipping. Dave 612 518-4971

e39 track wheels?

For Sale OEM staggered E39 M5 wheels and tires. some curb rash, tires are good. \$600 OBO 612 655 4024

Toy Proxsis R888 track tires

For sale 4 used Toyo Proxsis R888 track tires. The set is USED. The wear is mostly near the edges of the tire, because my car does not have alot of camber. One tire has a small amount of cord showing on the edge. The 3 might be good as a backup set if you own other track tires. Probably worth a few track days if you flip them. 245 / 40 ZR18 93Y New price around \$225 each. Fits 18 inch wheel. marksjacks@hotmail.com



parting out 1987 325e sedan

Right front corner of car struck in accident. Rest of the car in very good shape. 180,000 miles. 5 speed manual. Tan interior. Red exterior. Will be parting out everything so let me know what you need. Please contact Colin at 612-219-8465 or tennessee@charter.net

Rotors and Tires for sale

BMW E36 Frozen front and rear slotted rotors for sale, 14 sessions on the front, like brand new and 30 sessions on the rear, not cracked, heat checked or grooved on the lip \$250 for the front and \$100 for the back. Toyo RA1 235 40 ZR 17, good for one weekend of use \$100 for set of four. Jim Jaeckels, 612-281-5834 jimjaeckels@edinarealty.com

Bridgestone Turanza Run Flat Tire

Quantity ONE: Bridgestone Turanza

Run Flat Tire. About 2,000 miles. Model: Turanza EL42 RFT. Size: 225/45R17 91H. From a 2009 BMW 3-Series. No issues with tire. \$75.00. Located in SW Mpls. David. (612) 845-8984. dp.anderson13@gmail.com

Pirelli Winter 190 Snow tire

Only 1 tire, 225/50/16. previously used on a 1996 328i. Good shape. Free, you just need to pick it up. Paul 612-865-4609

\$100 Rear Halfshaft for E30 325i or M3 with less than 5K miles. Call for picture (651) 428-0619, Grant

2 Bridgestone SO3 Pole Position

Tires. Just bought a set of new tires and need to get rid of these. Fifty percent of tread life left on 2 Bridgestone SO3 Pole Position tires -285/30/19. Came off a 2002 E39 M5. Contact is Rowland and email is rmenka@comcast.net

OEM e46 sedan parts

Clean OEM lighting for pre-LCI e46 sedan, they were on for less than 25k!: Taillights - \$80/both or \$50/side. Right front turn signal/marker - free if you pick up - rock chip cracked. Left front turn signal/marker - \$25. Side flashers with bulbs - \$25/both or \$15/side. OEM Shocks/Struts/Springs from a 1999 e46 323i sedan with 75k miles on them - free --John, jhelberg1@gmail.com

Four OEM style 46 ellipsoid wheels



hyper silver - e46, e36, etc. \$250 OBO Spruce up that e36! Get yourself ready for next winter with a set of OEM wheels for your early e46! Nothing beats OEM quality! I'm clearing the basement and have a set of immaculate style 46 OEM wheels in 15x6.5 with an ET42 offset. The fit 99-00 e46 and most non-M e36s. They are in absolutely beautiful condition, with less than 10k miles on the street. These rims came in BMW's

Classifieds *continued*

hyper-silver finish and look great! Email me for pictures - jhelberg1@gmail.com

One AT Italia 17x8 wheel



ET40 from my old '99 BMW 323i \$25 (FREE if you have my old car!) I traded my Hellrot Red e46 in at Motorwerks BMW last summer, and forgot to throw this spare wheel in the trunk for the next owner. It's a 3-piece look with a stainless lip that has a touch of curbage. Straight and true, just the little bit of cosmetic damage. BMW center cap with mini M badge. I saved it to use as a spare. If you have my old bright red, modified 1999 323i - you can have it for free. Otherwise, here's a straight,

clean and true 17" wheel to use as a spare for far less than a steel wheel! Email me for pictures - jhelberg1@gmail.com

OEM Volkswagen Passat floor mats
\$10 OBO. Set of front OEM VW Passat rubber winter mats. jhelberg1@gmail.com

Parts Wanted e92 3 Series Sport Seats Swap from a 335XI

Yes, the seats are free with a seat swap, but here's the full deal. You get my front Sport Seats from a 2007 335XI in Excellent Condition (Black, Leather, Heated and Powered of course) I get your e92 front seats in Excellent Condition, they are not Sport Seats, but they are Black Leather, Heated and Powered. You will pay Orr Autosports the estimated \$400-\$500 to swap your non-sports with my sports (OK, the seats are free, but not the installation) Why would I do this? It is well documented that us larger frame Americans are NOT compatible

with these Sport Seats. If you are over 200-220 pounds, I would caution you about wanting these seats. If you are under 200-220 pounds, you would be in class of individuals who love these seats. Now you know why. Interested? I am asking Club members before I place a Craigslist ad. I have only had this car for about 4 weeks, and I can't wait to get a seat that does not hurt my sides and back the entire time I am in the car. Cheers! -Tim ts8501@mchsi.com

2.0i 320i intake manifold wanted
I am looking for an early [1977-1979] 2.0i 320i intake manifold- the critical [to me] parts are the 4 curved intake runners. Please email me at mrtigercat@gmail.com

**Other
Wanted: discuss E46 M3 exhaust**
New!E46 M3s are notorious for "rasp" from the exhaust. I would like to discuss this with anyone who has modified his exhaust. Could anyone let me hear his mid-pipe modification? Rick Morris 952-417-6853.



Hans and Brunhilde embark on their life of bliss together.



Bent Car, Heal Thyself! *Jonathan Bush*

Shortly after buying a ratty \$680.00 BMW 535i, I rubbed the front fender against a concrete pillar. I was watching a Land Rover instead of the immovable object. The fender was pretty well mooshed. Strangely, it did not heal itself.

Other cars I've driven into animate and inanimate objects have similarly stayed crushed and crumpled. The Honda Prelude I stuffed into a Grand Cherokee? The Audi 5000S I put into a stone wall? The VW Rabbit with which I attacked a fat raccoon? All required trips to either the body shop or the junkyard.

Which made no sense whatsoever. Growing up I was led to believe cars healed themselves. After every flying lesson Bo and Luke gave the General Lee the car looked showroom fresh. Mini Coopers could bounce around Italy and emerge unscathed, if not a little dirty. B.A. Baracus could flatten buildings and military police while taking machine gun fire and yet his black GMC van was always clean and mean.

This myth was perpetuated into my adult life. Indeed, relatively recently even lovely Eleanor has displayed the General Lee's powers of self-reconstruction.

The basic failure here is something I now describe as "automotive continuity." It's an umbrella term for everything and anything automotively wrong on television and in the movies. And it doesn't limit itself to the descendants of Christine, the grande dame of "I'll fix myself, thank you very much."

Ever seen an allegedly moving vehicle with the gear selector in Park? Ever noticed a detail in a closeup shot, like a wheel or a badge, didn't match the rest of the car? We've all seen one make or model switched willy-nilly with

another because, well, production wonks who make movies and television shows don't pay attention.

Which didn't used to be true. I still watch the credits at the end of movies and I no longer see "Continuity" of any kind credited. Aside from watching where Nicolas Cage put the Pepsi can, or what cowboy hat Burt Reynolds is wearing, who's watching the store? This important position has disappeared, despite credit run times stretching out long enough to run two Randy Newman songs.

A viewer ignorant of the finer automotive details would overlook such things. And in most non-car-enthusiast pictures the production team can get away with it. In "Sweet Home Alabama" my wife did not notice Jake's pickup was in Park while driving down Main Street. She probably only pretended to care when I pointed it out, fixated as she was on Patrick Dempsey.

And she probably doesn't care every other time during every other TV show or movie when I say, "Car's in park."

But automotive continuity flaws happen time and again in shows which are supposed to be targeted toward the real car geeks, or at least dudes who pay attention. Sometimes the weirdness is so blatant you wonder how they thought they could pass it off.

Take "Ronin" for example. This is a guy's movie, filled with cars, guns, and Robert De Niro. The most serious automotive continuity failings occur during the Audi S8 and Citroen XM chase sequence. At various times the nitrous-fueled Audi S8: loses and regains pieces such as headlights and mirrors; fixes its own dents and holes; and replaces its own shot-out windows.

Further, any BMW nutjob worth his

Zundfolge knows those craptastic metric TRX wheels, prominently displayed when the M5's passenger side rear tire gets pierced by a bullet, were never offered on an E34 5-Series.

Repeated use of the same background cars in different scenes is another red flag in the eye of the car geek. "Bullitt" contains one of the best car chases ever put to film. 1968 Mustang? Charger? Check and roll. But look closely and you'll see the same cars lining different streets all around San Francisco. You'll also see the same action filmed from different viewpoints. "The Bourne Identity" is guilty of this as well; several generic French boxes die over and over, from different vantage points, all over Paris.

I realize some liberties must be taken during production. Nods toward things like budgets and logistics are necessary. However, some of these things, like the car in Park, are just not that hard to remember.

Good automotive continuity? It exists! When we watch Jake and Elwood bombing around Chicago, not only is the gear lever in drive but bits and pieces of debris are rolling back and forth across the dashboard. The "Dukes of Hazzard" movie did pretty well at keeping the General honest, especially with scenes not involving long-range flight plans. The bright folks at Pixar kept a close eye on "Cars."

Today I'm calling on you, the automotive-educated cognoscenti, to put a stop to this mayhem. No more model switching, no more detail screwups, no more moving cars in Park. Write letters to the studios. Call Robert Rodriguez. Burn a Cutlass Ciera on the Wachowski brothers front yard.

Or maybe just start a blog.

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