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of America  
North Star Chapter**



# North Star Bavarian December, 2015





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## On The Cover



This quarter's issue of the North Star Bavarian newsletter is graced by none other than the resident project car 1988 DiamondSchwarz E30 M3 featured in both the October and December 2015 issues of the North Star Bavarian (oh, and definitely at LEAST one more..)

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## Upcoming Club Events

Annual winter dinner at Gasthaus, Stillwater.  
Saturday, Jan 16, 2016 Time TBD.  
8390 Lofton Ave, Stillwater, MN 55082

Street Survival at DCTC  
Saturday, January 30, 2016 Time TBD  
1300 145th St E, Rosemount, MN 55068

Advanced Car Control Clinic at DCTC  
Sunday, January 31, 2016 Time TBD  
1300 145th St E, Rosemount, MN 55068

Motorwerks BMW 2nd Annual Tech Session  
Saturday, February 13, 2016 9:00 am – 11:00 am  
1114 American Boulevard West, Bloomington, MN

Street Survival at DCTC  
Saturday, February 27, 2016 Time TBD  
1300 145th St E, Rosemount, MN 55068

Karting Event  
March 12, 2016  
check out MotorsportReg for the details!

BMW North Star Club M Day  
April 16, 2016  
check out MotorsportReg for the details!

BMW HPDE at BIR  
Week-end of June 3rd, 4th, 5th.  
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# Isabel Street Heat

Words and photos by Tony Stoy



It was about ten years ago a neighbor grew some peppers and asked me if I knew how to make hot sauce. What was once a plan to make hot sauce for Christmas presents for friends and family grew out of control when I brought a bottle to work to doctor up my meals. First I was asked what it was; then a simple 'can I try it?' and then 'Wow, that is good! Can I get a bottle of it?' That was the Thai Chili, which was the first one of our hot sauces and still a top seller. Now we have eight licensed hot sauces, dry rubs and salts and many more in development. In September 2014, Isabel Street Heat was licensed for retail sales. December saw the opening of the online web site. In January of 2015, we were picked up by the Co-Op Partners, they distribute to 350 Co-Op's in the mid-west. The City Pages did a review of 8 local hot sauces in June of 2015 and our Chipotle hot sauce ranked #1! Our goal is to utilize as many local products as we can and only outsource when needed. This past summer we were working with over 12 local vendors helping to support the local community. This has been a very exciting adventure that is going to continue to grow. Currently we can be found in over 16 stores in 6 states.

I grew up in Maine and started working in a high end restaurant while in junior high school as a dishwasher/prep cook and climbed the ranks fast and worked through out high school as a pastry chef. After graduating I spent the next three years going back and forth to New Orleans working with some amazing chefs over that time. After years of 60-80 hours a week, nights and holidays I thought there must be something else out there for me. I love food and there is nothing more enjoyable than spending all day or

even a month or two aging the food to prepare it for a meal, but I was looking for a change. One fall I stopped by the shop where I used to have my BMW's serviced and was able to get a job working there and that started my BMW career.

When I was 16 I bought my first used BMW, a 1985 318i by today's standards nothing too exciting, but at that time in my life it was. That led me into my next car which was a 1984 635csi Hartge, still my favorite car to this day. There have been a lot of older BMW's I have owned and enjoy them more than driving a new car but I just do not have the time to maintain them like I once did. The BMW's from the 70's and 80's just give you more. The visual landscape you see from the driver's seat, visceral feeling of engine, connection to the ground, the sound of an old rocker arm cam shaft motor, solid lifters and the lack of real brakes on some of the old ones. Driving the cars on small winding roads just make you feel like you are going faster than you actually are and the sound bouncing off the trees tricks you.

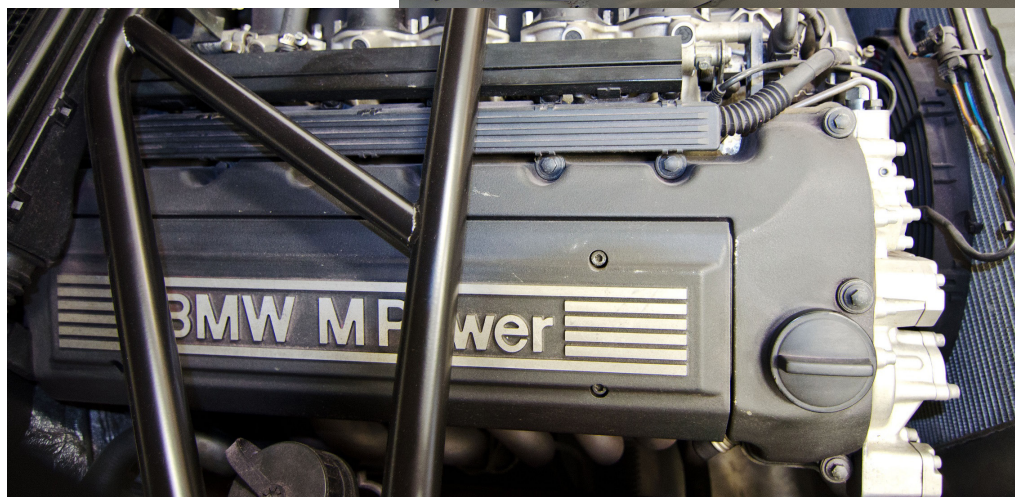
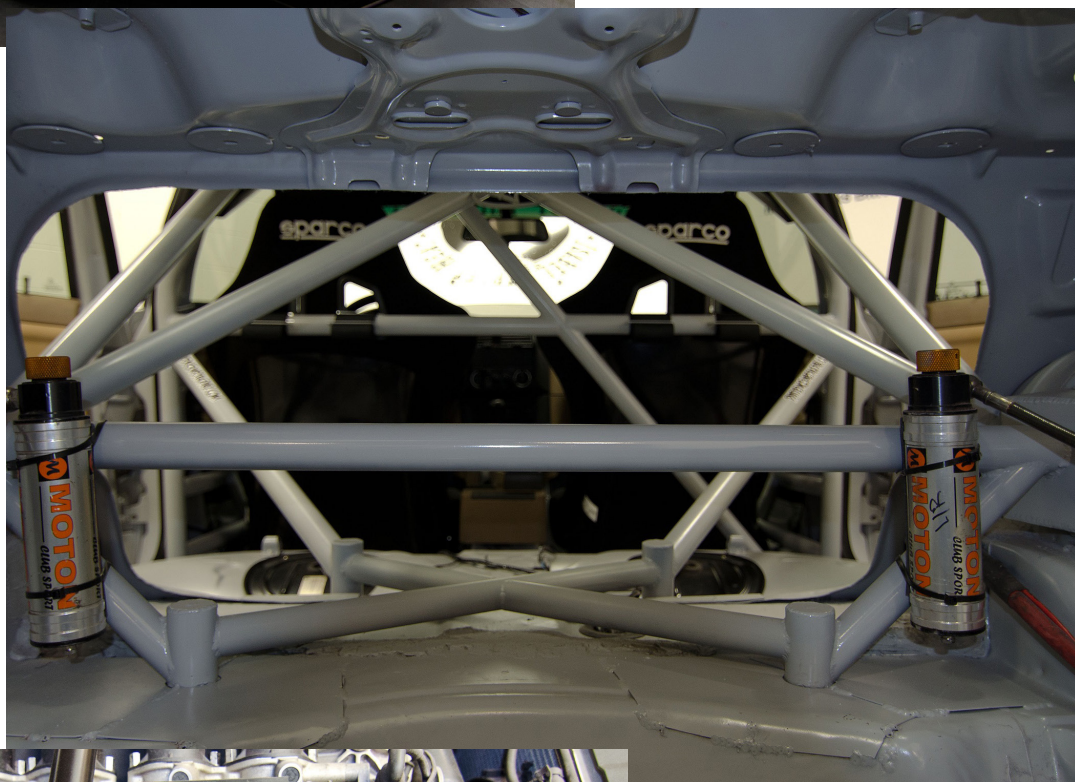






The car pictured has been a project of mine over the past few years. It started out as a 1994 318i chassis and has evolved onto what you see here. A project that has gotten out of control where attention to detail was important. The paint job that was on the car was horrible so a decision was made to vinyl wrap it. This would also allow for some advertising for the newly founded Hot Sauce business that my wife and I have started.

Also show case some of the support that I have had with the project, from Motorwerks BMW, Patience Metal Fab and Master Collison Group. Its graphics bring a lot of attention to the car and is great advertising while out and about. This coming year I hope to get out to a few driving schools with the Club and continue instructing with them, attend a couple open track days and also get out to a few car shows.





## 'S54' is only two numbers and a letter. 'M3' is a legend. (continued)

Words and photos by Erik Berger



Saying this project is going to be a lot of work, or cost a lot of money is something I remember vividly hearing in my own thoughts before buying this car, any car really, but today it can be said with no doubt that this Diamondschwarz 1988 BMW E30 M3 has officially tipped the scales of sanity and has become a full-fledged labor of love. No more than a week after the October issue of the North Star Newsletter dropped, I had the car back from the body shop. The empty, eye-less hulk of a DTM legend and childhood pinup. To the average Joe, this sight was probably completely forgettable but to even the most lackadaisical car enthusiast, you cannot mistake the character lines of even the most stripped down M3, even when being slapped in the face by the tremendous shine of the perfectly glass-smooth paint job reflecting the bleak fall Minnesota landscape into your eyes.

With the help of just a couple of good friends that will remain nameless in this little story, and the one-car garage stall, we had all of the trim and major components on the first night the car returned home. The following night, we had all the lighting installed and operable, panel gaps were

adjusted well enough to not have interference with latches, but more important than panel gap, we had that absolutely incredible machine staring us back. It wasn't staring us back through abused, dented skin riddled with blemishes this time either and that transformation is something spectacular to witness, especially when it is at least partially by one's own hand. One quarter million miles on the chassis and looking like she just rolled out of the showroom in 1988. Had I not been in love before, surely that moment would have done the job just fine.





nornally, intelligent people would plan this sort of transformation when there is still promise of good weather in the calendar year following the delivery from the body shop, but time was not a luxury I had with this project and still causes issues to this day with the new engine swap in progress. Unable to satisfy myself with merely looking at the car though I decided to throw a set of streetable wheels and tires from the hoard in the storage room, this set in particular being some 17-inch Alpina softline replicas wrapped in some ho-hum Kumho ASTs, and a pair of new used rear shock absorbers in the rear before taking it out on the highways for the first time under it's own power for over half a decade.

Flecks of debris fly out of the vents as I turn the blower speed knob up through the now non-working 1, 2 and 3 speeds until the 'still-working-just-fine-due-to-blower-resistor' 4 comes into alignment. The odor of old German foam, horse hair and well worn leather overwhelmed only by the dry squealing bearings from the long dormant blower assembly.

Power steering groans starting to subside as fluid circulates the arteries once again, heat starts gradually flowing from the vents, and the original radio is pumping out some FM garbage over the 'Hi-Fi' stereo speakers which are most definitely not Hi-Fi. First impressions of the car mechanically were that the S52 had not aged a day, the transmission, although very dirty was in excellent shape with a smooth and positive action accentuated with what I had then expected to be a Z3 1.9 shift lever to compliment the 2.8-turn

Z3 steering rack that was delivering so much fingertip thrill through the cracking 380mm M-Tech 1 steering wheel.

Once November hit, the bug hit me hard to get this swap going. I had just lost my shop space near where I live, but luckily a very kind uncle out in Stillwater had given me the all-clear to use his heated well-lit garage with a lift. An offer that no one I know of could refuse easily. Since ordering all of the parts that I knew for sure would be needed for this swap beforehand, I loaded up the trunk and back seat of the M3 and set my GPS for Stillwater.

After pulling the car in to the garage, centered expertly between the posts of the lift, I turn the key off for the final time with S52 power and start the mental list of check boxes to complete this not for the faint-of-heart swap. I disconnected the battery master, and pressed the 30 year old contactor coax the ancient Challenger lift into action once again. Once airborne, the coolant, engine oil, power steering fluid and brake fluid were the first order of business, and took nearly the whole first night. Day two, a week later, the mechanicals began. Removing the exhaust was surprisingly easy for a custom-made unit, the bolts all came out fairly easily and were in far better than expected condition for the miles and region the car lived its former days. Within 4 hours, the drive shaft was out, all of the engine wiring was pulled and placed on top of the engine, fuel disconnected, hard mounts disconnected.. the old heart was ready to be set free from the engine bay. (continue reading on page 10)

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# Announcing the 2016 North Star Club M Day at the BMW Performance Center



The North Star Chapter is excited to offer our members the opportunity to avail of a BMW CCA M Day at the Performance Center in Greer, South Carolina! This is a unique event tailored to BMW CCA Chapters using the Performance Center's superb range of M cars, which includes the M3, M4 and M5. There will be classroom instruction followed by various in-car activities with the Center's exceptional instructors. In-car activities include skid pad, driving dynamics on special handling courses and timed competition events. No helmets or previous driving school experience is required. The program runs from 8:30 am to 4:00 pm and includes instruction in current model M cars, lunch and gift bags.

The North Star Chapter has secured Saturday, April 16th, 2016 for this unmissable opportunity. We are also working with BMW to organize a tour of BMW Zentrum (museum) and the Spartanburg manufacturing plant on Friday, April 15th. This will be confirmed when BMW finalizes their tour schedules in February.



The event itself will cost \$660 per person and is based on 32 participants. This represents an exceptional discount for a Performance Center event and to qualify, the Chapter needs 32 participants registered by February 6th, 2016. To ensure commitment, the Chapter requires that the event fee of \$660 be paid in full at the time of registration. Each North Star member is permitted to bring a non-member guest whose fees would be paid by the member through the standard registration process. If the Chapter fails to secure 32 registered participants by February 6th, the event will be canceled and all fees will be refunded in full.

Registration will be through MotorsportReg and is anticipated to open mid-December. An email notification will be sent to all members once registration is available.

Travel arrangements to/from South Carolina in addition to food and lodging will be the responsibility of the individual participant. However, the Chapter will provide suggestions for local BMW CCA discounted hotels on the MotorsportReg registration site. It is recommended to plan for a two night stay to maximize enjoyment of the event and to spend some time with your fellow North Star enthusiasts in the Greenville area.

As you consider participating in this amazing week-



end event, please help us spread the word by networking with your fellow North Star enthusiasts. Again, we need 32 participants to make this happen. It is also important to remember that the Performance Center is providing the M cars, tires and gas for the day!!!

If you require further information ahead of registration opening, please contact Gary McGinley ([techsessions@northstarbmw.org](mailto:techsessions@northstarbmw.org)) or Gary Ganser ([vicepresident@northstarbmw.org](mailto:vicepresident@northstarbmw.org)).



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## Join us at Motorwerks BMW for their 2nd Annual Tech Session!

**What questions do you have about BMW cars and technology?**

### Summary

What: Technical Discussion about BMW Cars & Technology

When: Saturday, February 13th, 2016 from 9:00 am to 11:00 am

Where: Motorwerks BMW, Bloomington, MN

### Details

Join us at Motorwerks BMW on Saturday, February 13th, 2016 for a look into the exciting new technology available in BMW's current and future vehicle lineup. Topics will include M cars, i cars and BMW Efficient Dynamics technology along with a number of special vehicle displays for this exclusive club event. There will be a number of informational booths for attendees to visit including Dinan and the North Star Chapter.

Gift bags will be available for registered attendees on a first come first serve basis and will be limited to the first 40 arrivals to Motorwerks on the morning of the event.

Registration for this event will open in January 2016 on Motorsportreg.

### Sign-In

On the day of the event, sign-in will take place from 9:00 am to 9:30 am with the Tech Session running from 10:00 am to 11:00 am.

### Parking

IMPORTANT: As a courtesy to our hosts, attendees are required to park in the Knights of Columbus parking lot immediately east of the dealership at 1114 American Boulevard West. Please follow North Star BMW Club volunteer directions on the day of the event.

### Food and Prizes

Snacks and beverages will be kindly provided by Motorwerks. In addition, there will be a prize raffle and special sales incentives may even be available for a BMW purchase!

Take this great opportunity to learn more about our beloved brand while enjoying the company of fellow club members. We look forward to seeing you there!

After manually disengaging the locks and slowly letting the car back down, the intake manifold was next to come off to gain access to the rear engine block lift point. Within a matter of 10 minutes, the manifold was off and the load leveler was bolted firmly to the very clean southern S52 and clipped to my very suave \$100 harbor freight cherry picker. One final double-check revealed a very easy to overlook item -- the main engine ground strap bolted from the left side mount arm to the frame rail. Two quick blips from the 13mm on the impact and that was off and the picker's hydraulic cylinder started slowly but surely inching the S52 from it's long time home.



With the help of two friends, the S52 could be easily manhandled out of the bay, even with the full ZF 5 speed gearbox still hanging off the back. Moving the S52 from the picker to the ground and getting the S54 rigged to drop in (sans-transmission) was next up. Normally, it is best to drop the whole engine-trans enchilada in to the bay at once but that was not an option due to a thinner than comfortable clutch disc and a seized pilot bearing in the S54. We couldn't just leave an empty engine bay to taunt us though, so we bolted the mount arms on to the S54, removed the air box and dropped it in the bay before returning home, much more confident and clearly well past the point of no return.  
(to be continued).

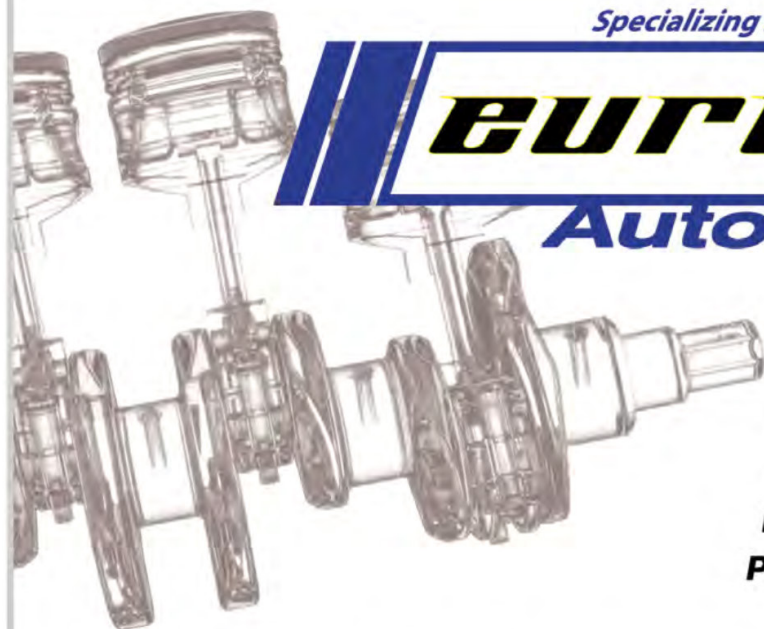




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# 2016 BMW North Star Chapter Winter Dinner Announcement



Come join us for the annual North Star Chapter Winter Dinner on Saturday, January 16 2016 at the Gasthaus Bavarian Hunter located at 8390 Lofton Ave. Stillwater, MN .

We are pleased this year to feature as our guest speaker Michael Renner, Driving Instructor and Professional Driver at the BMW Performance Center located in Spartanburg, South Carolina. Mike is one of the original driving instructors at the Performance Driving Center and was recently featured in the September 2015 issue of Roundel as one of the drivers on the BMW X6 M team that competed in the One Lap of America competition.



# North Shore Scenic Drive

Words and photos by Tom Lawell

## North Shore Adventure Highway 61 Revisited

In early October the club's sixth and final road trip of the year took place. The destination was Highway 61 along the spectacular North Shore of Lake Superior. A group of 18 signed up for the trip and met at noon on a clear Friday afternoon to begin the trip north. For a few it was their first trip to the North Shore. For many it was a chance to become reacquainted with the famed stretch of highway.

It reminds me of Bob Dylan and his classic album, Highway 61 Revisited. It was Dylan's sixth album and this was our sixth road trip of the year. Dylan released the album, in 1965, making this the 50th anniversary of what Rolling Stone Magazine calls his "strangest, funniest, most baffling and most perfect album". Sounds like a perfect soundtrack for a BMW drive!

As most know, Dylan was born in northern Minnesota and got his start in Duluth. Dylan travelled Highway 61 to the deep south where he found the blues and long-lasting fame. Our group travelled Highway 61 north to find the fleeting reds and yellows of fall and enjoy the company of fellow BMW friends.

Interstate 35 carries most of the northbound traffic these days, but it is still possible to travel on Highway 61. Our group picked up the highway in Forest Lake and traveled through many of the "one-horse" towns noted by Dylan. A newly paved and lightly traveled segment of Highway 23 lured us off 61 just north of Sandstone which led us into Duluth. North of Duluth we were back on 61 cruising past more small towns and gorgeous scenery. Our destination



was Grand Marais where we would spend two nights and fill our days with road trips up the Gunflint Trail and also to Grand Portage and the Canadian border.

The colors of fall were evident at every turn. Brilliant yellows along the shore and a combination of reds and yellows inland. We were well fed on the trip with stops at Betty's Pies, Voyageur Brewing Company, the Birch Terrace Supper Club, the Gunflint Lodge, and Sven and Ole's Pizza. The highlight was Sunday Brunch at the Naniboujou Lodge just north of Grand Marais-- not to be missed.

Favorite stops along the route included Tettgouche State Park, Grand Portage State Park, Palisade Head, and Lutsen Mountain.

The most famous song on Dylan's Highway 61 Revisited album is "Like a Rolling Stone". At Lutsen we had the sensation of going down the mountain like a rolling stone on the famous Alpine Slide. Speed demons were thrilled and only one required medical attention.

Another famous Dylan album is "Bringing It All Back Home", and we all did just that on Sunday afternoon following Highway 61 all the way back to the Twin Cities. It was a trip filled with great scenery, great laughs and great friends.

Sound like fun? We would love to have you along on a future club road trip. Watch for details on the club's website in early 2016 and join the fun.













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