

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



# North Star Bavarian October, 2016



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## On The Cover



October, 2016 .

This issue of the North Star bavarian news letter's cover was ONCE AGAIN sloppily plastered over with a potato cellphone picture taken by yours truly during a car wash.

this is 'the' E30 M3 that you all know and love from the newsletters this year past in the background -- foreground is an 89 325i in Zlino red.

If you would like to see your car or BMW content on the cover of the next newsletter, feel free to email submission requests to [editor@northstarbmw.org](mailto:editor@northstarbmw.org)!

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## Upcoming Club Events

BMW M Performance School North Star Day  
October 15th, 2016  
Greenville, SC -- see Motorsportreg for details!

Annual Winter Dinner @ Gasthaus  
Saturday January 14th, 2017  
8390 Lofton Ave N, Stillwater MN 55082

Teen Street Survival  
Saturday January 21st, 2017  
Dakota County Technical College

Winter Car Control Clinic  
Saturday February 4th, 2017  
Dakota County Technical College

Teen Street Survival  
Saturday February 18th, 2017  
Dakota County Technical College

Teen Street Survival  
Saturday March 4th, 2017  
Dakota County Technical College

Autolieben  
July 30th, 2017  
Afton Alps

Stay tuned for future events!

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# 100th anniversary of BMW

words and photos by: Kim Crumb

The USA BMW 100 Year Anniversary event was in Monterey, California in August. First the 2016 “Legends,” then the “Festorics,” and after that? OktoberFest, making it nine continuous days of irresistible BMW car fun!

That starts with my E46, an ‘04 330ci six-speed coupe. Essentially it was a “Christmas present” from my wife in 2013.... to replace an aging ‘92 E36 that was “tired” after two decades. Moving up... only half the age and less than half the miles, too! Still? It is a dozen years old. Some things would have to be done in preparation for such trip. First up? My car was part of the Takata airbag recall. Kudo’s to Motorwerks BMW for making extra effort to get my airbag fixed in July, so I could make this epic trip.

I had been planning this for months, and there were also a few (not untypical E46) faults that had to be corrected. The “lollipop” front control arm bushings needed replacing. And? The valve cover gasket had a small leak, also not untypical at this age and engine.

The original “Boge” shocks were “tired,” so I also planned a suspension upgrade. Koni “sport” shocks and Bavarian Auto springs... I’d note the factory rear coil springs tend to eventually fail in our winter/road salt environment. (Photos #3 a & b.) Plus? Camber plates, so there is full front camber adjustment, which it doesn’t have (ahem) from the factory. (Photo #4.) And then a 4 wheel alignment. Did you know that there is an independent shop that actually was factory-authorized to do BMW alignments back when one of our dealerships was being rebuilt? That would be? Twin



City Tire. Says something about the first-rate equipment and their experience. They “get” the automotive importance of this trip, which is reassuring.

I am going to be entering the car in two events: the Concours and the Driving Competition/Autocross. So? We’ll also need a great wheel and tire combination to go with those Koni shocks/BavAuto springs, camber plates, etc. Those modifications move the car from Class 3C to 3B, so? Then you can also have an “R” compound tire, which has a treadwear rating below 140 (60, in this case.) I wanted great handling and grip. I tested: putting one of the 8.5” rear wheels on the front, in place of the stock 7.5” wheel. It fit! The 50 offset moves it further in...compared to the 41 offset of the 7.5” x 17 wheel... so it doesn’t get too close to the fender lip. Pirelli makes an extreme performance tire for this size wheel: a 255/40/17 P Zero Trofeo R... the very definition of “sticky tires.” Much wider tires than stock, 10 mm in the rear and 30 mm wider in the front! It was very close to front strut, so... just to be safe: I used a 3 mm spacer... if I had used a 245 tire that would not have been needed. Still, I think the car looks even more BMW-purposeful with the larger tires on the four factory-forged style 68 “M” parallel spoke wheels, etc.





Two months earlier I had started on the Concours preparations. I looked up the judging forms on the CCA website and it shows: 50 points for the Exterior and 50 points for the Interior, in the “Clean” class I’ll be entering. I know the Judge will certainly be checking everything that is on that list, and likely even more. “Concours d’Elegance?” That is French for “Contest of Elegance.” Essentially your car is judged in comparison to other cars in your class vs. new car condition. Yes, our Minnesota winter roads are a disadvantage in this competition, because of the corrosion and damage from our road salt and sand.

The leather seats? Redyed to look like new again, for example. The seat rails, sunroof tracks and door hinges, locks, etc must be clean... they can not have old, dirty grease in them. The gas filler door, the tailpipes, the wiper blades are all on the to-be-checked-by-the-judge list, and need to be 100% in terms of “Clean” and “Condition.” How about those many small stone chips on the front of the car? Dr. Color Chip...as the black color shows everything...tedious, but it sure does look better. I bought four BMW 8.5 x 17, 50 offset, M forged rear wheels and made sure they were newly painted. The wheels? Now they look like new. Tires? Those are new, too. My theory is? The car has to be ready to show, to be Judged, before it leaves your driveway... and then after the driving to the event you get to: clean up the dirt and grime from the trip, and do your final polish and wax, plus clean the windows, etc.

I have prepared to that level, and I have also packed the car for the trip. Two weeks worth of clothing, the Concours Prep materials (including a buffer, etc.) a better jack, jumper cables, some extra tools, etc. Lots of extra CD’s to keep reloading the changer, etc. How often do you get to go to an event like the BMW 100 Year Anniversary? It’s once-in-a-lifetime, I knew the factory would go all-out, bringing many museum cars for us to see, and be raced, at the Monterey Historics, which is at the Laguna Seca racetrack. Will see these, all raced together, ever again? Doubt it. Anticipation is building, the car is ready, I’m headed west!

Consumpt. 1	31.7
Consumpt. 2	30.1
Avg. speed	77.9







It's Wednesday, I'm up early and headed south on at 7 am. I'm going to do just under 900 miles to Cheyenne, Wyoming. Gas? The cheapest summer pricing in a long time. The 330ci consistently does between 30-32 mpg running 75 mph, heck that's the speed limit in some western states! I've switched to I-80 west in Des Moines, IA, and I get into Cheyenne as it gets dark.

Thursday is an early start, too. I want to be close to Monterey before I stop. That would be? 1,133 miles to Stockton, CA. The good news is that the speed limit for much of Wyoming and Utah is 80. Many of the Camry's and Accord's are doing 85. Can't complain when you can run near 90 and not stick-out in traffic to the minions-of-officialdom? I don't resist stopping at the Bonneville Speed Flats... hallowed ground in speed competition.

Much later I'm in the infamous Donner Pass just inside California. I've picked-up an hour again, now it's Pacific time. Dusk is falling, this part of I-80 is a fun road with lots of curves, so different from the frequently straight roads of most of this day. It's onto I-5 south in Sacramento and after 14.5 hours I arrived in Stockton. Whew, I think we proved it's the Ultimate Driving Machine that day!

On Friday I washed the car before it appeared in Monterey... too much dirt and too many bugs in 2,000 miles. Only 150 miles to go, I head to Carmel Valley Road, site of both the Legends of the Autobahn and the Werks ReUnion... virtually next door to each other. At any other time, these would each be "The Big Event." Now? These are actually a kind of "warm up" for all the glorious car events on the Monterey Peninsula in August! There is just one cool car after another just driving around... more than you'd see in a whole lifetime in Minnesota. I check into the Hyatt Regency... that will be "home" for the next nine days. There are multiple car auctions too... and Mecum? Their pre-sale area, where you can inspect all the cars in advance, is visible from my top floor balcony.

I had gotten my Monterey Historics ticket and special BMW parking pass in advance, so I was set for Saturday, great that BMW CCA made this so easy. It's off to Laguna Seca! I have fond memories of this track. In '88 a group of us from Minnesota did the 3-day Jim Russell Advanced School (with Formula Mazda's) at this fabled track... back then in the "old" ultrafast 1.9 mile configuration. Jon Beekhuis was one of our instructors, now you see him on tv as a race commentator! Those memories came flooding back, as Club volunteers get us into rows...and a E39 5-series parks next to me. There is a subtle "crunching" mechanical sound...and? One of their rear windows doesn't go up. Gotta help our fellow BMW enthusiast's in their time of need! I open my trunk, and reach for my whole kit of interior panel removal tools.... and hand them

## BMW's 100th anniversary (Continued)

over, saying "you'll likely need these." They can hardly believe they parked next to somebody that has just the tools they needed. When they get the window glass up, I pull out the roll of 4" wide tape, so they can make sure it stays up! The fog is lifting and the racing begins with so many stunning and historic racecars... and with BMW as the featured marque... it's ROUNDEL Heaven!

During the lunch break we take a tour of the paddock, and see what's to come. BMW has a huge tent...where you can just walk right up and be with all of their way-cool history cars. The "Batmobile" (CSL,) the 1996 LeMans' winning BMW-powered McLaren F1 GTR, the 1999 LeMans winning LMR prototype, etc. (photos #11-14.) There are art cars, and much more. I go to sleep that night with new memories of the sound of six cylinder engines revving at full song. I note that Ludwig Willisch, the Head Guy at BMW North America, is racing a CSL. When the CEO races, I think there is little to worry about, the "Ultimate Driving Machine" will stay that way!

On Sunday there is more racing, even a race of historic F1 cars, with a BMW-powered entry in it, of course. There is a BMW CCA hospitality tent with refreshments, plus great track viewing and seating. I'm making new car-guy friends from all over the USA.

Later? I get an extra generous spot in the parking garage to do the final preparations on the 330ci for the Concours. The Hyatt people even ran a power cord for me, which was very helpful!



I had used plastic covers to protect the seats and carpets on the trip out... to keep them in already-prepared condition. On Monday I unload everything and get started in earnest. I clean the wheels and tires, inside/out. Then I clean the rocker panels of road grime and wash and dry the whole car. Next I tape up all the seams on the exterior of the car and start with Machine Polish 4. I even use an LED light headband, so I can have extra light directly on where I'm looking. The day ends with progress made. Tuesday? It's time for Best-of-Show wax, by machine application. There are admirers as I take off the protective tape, revealing the paint code "668" black finish now positively glowing. There are still so many details, like cleaning the windows, and going over every inch of trim, etc. Hours go by, there will never be enough time. The Hyatt engineer that ran the power cord? He comes by, and says? "It looks like a new car." That's the idea. I make a final checklist to use when I get to the Concours site the next morning. Then? I pick-up my Registration packet...the 2016 Oktoberfest Is on, it's my 7th time at one of these. Oh, there had been a trip to Dinan HQ on Monday, and numerous tech sessions all day on Tuesday. At O'Fest you will never lack for things to do... I think some time periods are triple-booked! I wrap things up in time for the Dinan Welcome dinner that evening.

We've been asked to be at the Concours site before 8 am. A



beautiful setting: the Folktale Winery in Carmel. There are rows of impeccable BMW cars and motorcycles. Judging doesn't actually start until 10:00 am, and with my "final prep list" I hope to use my time wisely. On cue, they call "rags down." I get Judged fairly early, and answer a few questions. He asks if the car really is from Minnesota, I say yes... and that it is my "everyday" car, and that I drove 2,100+ miles to be here! I am encouraged when he kind of mutters under his breath about how "clean" it is.

Afterwards I rove around looking at the other cars. Immaculate tii's, stunning Z8's, cool CSL's, M3's, M5's, M6's, just one amazing BMW after another. I am intrigued by a whole row of BMW motorcycles. (photos #15-17) It's mid-afternoon, and they hand out the awards. My 330ci has won First Place in the "Generation 4" (decade of 2000's) "Clean" Concours Class! Later? We have the Shell V-Power NITRO+ Dinner up in the hills, at the Holman Ranch.

Thursday? I'm instructing at the Car Control Clinic, which is like the "Street Survival" program the BMW Club has for teens... but this one is for adults. It starts out foggy again. Why? Monterey Bay has a canyon at the bottom of it... deeper than the Grand Canyon! That causes a pool of very cold water to be centered there... the surface water temperature of the ocean was only 52 degrees, I think. So, many summer mornings start with fog, making Monterey a unique micro-climate.

We break, and go to the track for the Liberty Mutual Trackside Lunch at "BBQ Island" at Laguna Seca! Then it's back to S/Survival, it's a great day, with people gaining skills and confidence. I turn-in early, I want to be well-rested for the Competitive Driving Autocross, tomorrow.

We're told to be at Laguna Seca at 7:30 a.m., and do our Driver's check-in, get our mandatory work assignment and a subsequent Driver's Meeting. I work the course for the first group. On that grid? I can see that will be: Mini's and 4 cylinder BMW's. I walked the course before all this started. It's part of learning... I know when I can see the whole course in my mind, in sequence, that I'm getting into the "ready" zone... visualizing is one way to gain human performance. I do make one adjustment to the car, taking the front Koni shocks from the softest setting (for the street) to full hard for competition driving.

The first two groups run through quickly, they give us a long lunch break. Our group will be the last to run of the day, although with the meetings and work assignment we were effectively there all day. It's about 2 pm, they call us to grid our cars, it's probably under an hour until it's our turn. I'm a progressed-one-class car because of the tires,

springs and camber plates: a 330ci vs. the stock cars in 3B. Those are? 135's and 335i's, in various forms, and they're all on Bridgestone tires. I'm the lone car on Pirellis, so? I put a big Pirelli sticker on the rear bumper. It will be their extra 100 turbo hp vs. our cornering power. What would you bet on? They call us, it's the "best of five" laps. I experiment, as I learn this new wheel/ tire/suspension set-up. My last-and-best lap is? A 28.964. The laptime of my next closest competitor is? A 29.565 in a 335i... almost exactly 6/10ths of second slower.



Then they have the awards ceremony, it's good to be back in the Winner's Circle...my 59th Driving Championship... after a couple years of difficult medical challenges, etc. What did the fastest "M" cars do, the next day? 27's. Before we leave the track, they have the drawing for a free set of Bridgestone tires, just for competitors in this event. Lady luck shines on me...I win those! They tell me I'll get the certificate at the Victory Banquet.

Afterwards? There is a huge Pirelli Party at the Monterey Beach House. This setting just made the evening that extra special... it really was right on the beach. Many were sitting at the array of fire pits, talking and eating, you could tell things were car-event-perfect. What a Friday!

Saturday morning I watch some of the M-Car classes. The fastest laptime of the whole event? That was done by a zipped-up 1M: a 27.193.

In the afternoon, I go back to the Hyatt and start packing the car for the return trip. I want to be ready to head-east just after dawn. It's the last event: the BMW N.A. Banquet. There is an interview with some famous people in BMW racing history: Boris Said and Tom Milner from PTG. They tell us a few insider stories about what was really happening, behind the scenes. Later I get that free tire certificate from Bridgestone, likely a photo-op to appear in Roundel? Afterwards? I have a couple new BMW friends over for what we all know is the nectar of victory: champagne. One said? "Game, Set, Match, Kim," as they congratulated me on being the only one of the 2,469 participants to win both the Concours and Driving events with the same car. I tell them the story of the last two years, about my wonderful wife Betty... rest her soul...and my having special open-heart surgery earlier this year. Celebrating just being alive to do this!

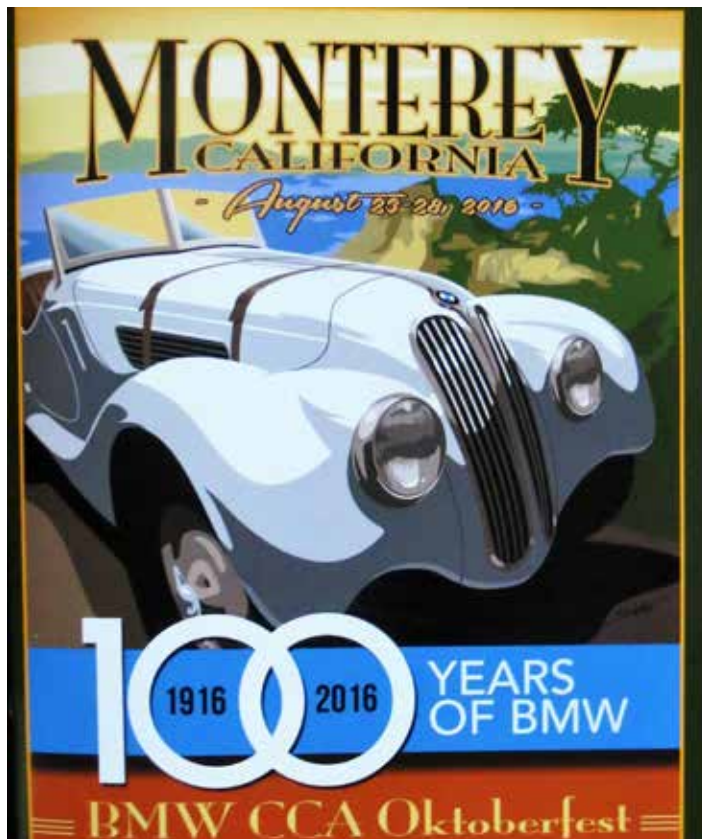




## BMW's 100th anniversary (Continued)

Sunday morning I load the final luggage, and check-out. Lots of BMW people are heading in all directions... one even jokingly says "we'll be run group 3." I'm taking the southern route home. I'm going to have to zig-zag across California: First 68 over to Salinas. Then? Down 101 22. On that? I cross through an area of tree groves similar to those in the 1974 movie "Dirty Mary, Crazy Larry," with Peter Fonda as the driver, and with both car and helicopter chases, etc. There must be thousands and thousands of acres of walnut and almond groves. I pick-up 99 and go south to Bakersfield, then it's 58 through the Mojave desert. That gets me to I-40 in Barstow, and....Arizona here I come! There are stretches of old "Route 66" that are parallel to I-40. Route 66 was? The main road from Chicago to LA. and it was paved in 1937. It was such a famous "go west" road that it got the nickname "The Mother Road," and was even the basis for popular television. Such as? "Route 66," which ran from 1960-64 and featured two guys looking to find work, adventure and who-they-were. I get as far as Holbrook, AZ that day.

Up early and continued east. First New Mexico, then Texas...where it just poured rain for hours and hours... picking up I-35 N in Oklahoma City. I stop in Wichita, KS that night, another pretty long day. I visit car friends there, and then head to Kansas City....to visit more car friends! I get home on Wednesday the 31st. The trip? 15 days and 4,757.8 miles.



The treadwear on those Trofeo R tires? Those have gone from new @ 6/32nds tread to 3/32nds, down a full 50%. I have so many pictures from this stunning event. BMW is big on original car art, they even have Art Cars! Inspired by that, how to share all these with you in BMW tradition? Look for three special "B" "M" "W" letters up on the wall on the second floor at Motorwerks... made of? A collage of 100 photos...the trip and cars from this glorious 100 Year BMW Anniversary Event! (photo #25) Next year? O'Fest is in New Orleans. 2018? Pittsburgh. Hope to see you there!

-Kim



# Project : 'That old M3' part 5

Words and photos by Erik Berger

Finishing out the 2016 car season with the black M3 at October 8th MN C&C at the now world renowned Auto Motorplex in Chanhassen, the 88 M3 will slumber her first winter post-op adjacent her 91 Brilliant red brother.

This, the car's first operational season with full body work and boasting that naughty S54 engine, has been one of unbridled reliability and lustworthy glances -- Admittedly, since the car performed so well, the other cars in the stable did tend to not get driven quite as much. Inaugural years, I'd say that's a fair penalty for the others.

Since wrapping up the 88 M3, and I do say 'wrap-up' not 'finish' because project cars are never finished (this car is not finished certainly.) I finished a couple of back logged customer side work projects ranging from the 100,000 mile service on an ultra rare M sport 6 speed manual, Rear wheel drive E91 in Montego blue, to mundane things like control arms on an E36. All of those side work projects fund the happy fun time known as my bonkers fun projects, so that can be at least forgiven.



Pictured above is the 88 M3 at this year's Northstar BMW event Bimmers 'n' Brats, which once again had a wonderful turnout of some most excellent german steel including, but certainly not limited to an immaculate BMW Z8, a shiny black BMW M2, a pair of E10 chassis cars, and of course a triad of S54 powered M3s -- the E30 and E36 of which clearly resulting from some very odd owners having too much time on their hands in the garage!

the Germanic American Institute plays host to our chapter club, and alongside the well groomed but dusty parking lot, the luscious, rolling lawn with wofting aromas of brats on the grill adjacent to the institute and classic Summit avenue. Couldn't ask for a better location or a better day to hold this event -- we'll see you all next year at this one!

# Do you want a hard copy of the newsletter?

## This announcement may require action on your part!

You may choose to continue to receive a paper copy if that is your preference. Instructions are at the end of this announcement and will be sent to you in an email as well.

The North Star chapter of the BMW Car Club of America wants to keep you aware of activities offered by your club. We also enjoy presenting articles written by members. Whether in Electronic, or paper form, we will continue this service to you.

You have four months to take action if you want to receive a paper copy of your news letter. you can follow these instructions to change your preference at any time.

- 1.) Go to [www.BMWCCA.org](http://www.BMWCCA.org)
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# (continued) Project : 'That old M3' part 5

Words and photos by Erik Berger

This summer, I embarked on the complete engine-out service for my 1997 Ferrari F355 spider. a 6 speed motronic 5.2 car. The car had only done 15,000 miles since its last service, but 5 years had ellapsed, and in the eyes of the Ferrari maintenance handook, I was the worst type of neglectful owner. This 'engine out' service at a main dealer will set you back 10-20 grand depending on what you elect to change out. I went with the typical items: Timing belts (2), accessory belts (4), spark plugs (8), spark plug wires (8), fuel filter (1), and an oil change with my oil of choice for almost every vehicle in the stable: Rotella T6 5W-40. Optionally, but elected to do was the pair of exhaust manifolds, which have a nasty tendancy to crack open and leak exhaust gasses, leading to premature engine damage, rough running and catalyst issues. A pair of used broken manifolds were sourced through eBay, remanufactured through a small company in northern MN that deals in F430 manifolds, then ceramic coated in Forrest Lake. The end result was a service that cost \$2,750 in parts all inclusive and took 5 working shop days. Owning an exotic on a budget is indeed possible if you've got the ambition, tools and fearless tenacity to get a job done. Every single part of the service is tedious and hard to get to, but nothing was particularly more difficult than working on a BMW. Half the components in the car are standard BOSCH parts, several of which are even shared alike with some 90s BMWs.



Upcoming projects include another SMG to manual transmission conversion on a client's 2005 E46 M3 -- following that, the low compression S52B32US turbo swap in to my 1990 BMW 318i RHD wagon and with the third annual Polar Run upcoming, the new 'racecar' as well (pictured right) Lots of projects to take care of, and just a couple of short months remaining yet this year.



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# Tour de Spam

Words and photos by Tom Lawell

A short distance to the south of the Twin Cities you will find Austin, Minnesota, home to Hormel and their most well-known product, SPAM. Not every state is so lucky to be identified with such a remarkably familiar product, so it is worth a closer look, right? Well, for 24 club members the answer was yes, and the Tour de SPAM headed to Austin on June 18th to tour the new SPAM Museum which opened this spring.

Hormel dates back to 1891 and SPAM was officially introduced in 1937, about the same time that BMW was introducing the first BMW 328. That first 328 looked nothing like the ones we picture today, but it was still a remarkable automobile. Considered a legend on wheels, the car was renown for great handling and an excellent power to weight ratio. In fact it won over 400 races in just three years.

SPAM became renown shortly thereafter with the outbreak of World War II. During the war years BMW switched from making automobiles to making airplane engines. Hormel didn't switch products, they just made more of it. SPAM was shipped all over the world to help feed Allied soldiers. By some accounts, more than 150 million pounds was served to keep our armies fed during the war years.

SPAM is still popular around the world where it is part of the collective memory of many veterans and their families. It is currently sold in 44 countries and comes in some 16 different varieties.



Our group also exhibited great variety with BMWs of all vintages and types. The route to Austin was served up with pure country roads and very little traffic, making for a great trip. The SPAM Museum was sparkling new and clearly didn't take itself too seriously. We were greeted by a Spambassador and were served tasty Spamples of their signature product.

We learned a lot on our Tour de SPAM. Impressively, SPAM was inducted into the Smithsonian Institution in 1998 to honor the role the product played in World War II. Of course, at about the same time, SPAM also began appearing in dictionaries as a negative descriptor of unsolicited bulk email, so I guess it shows you can't win them all.





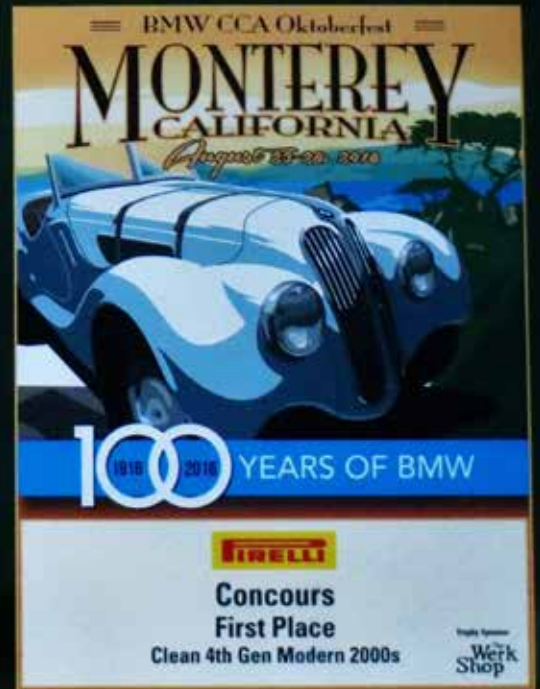
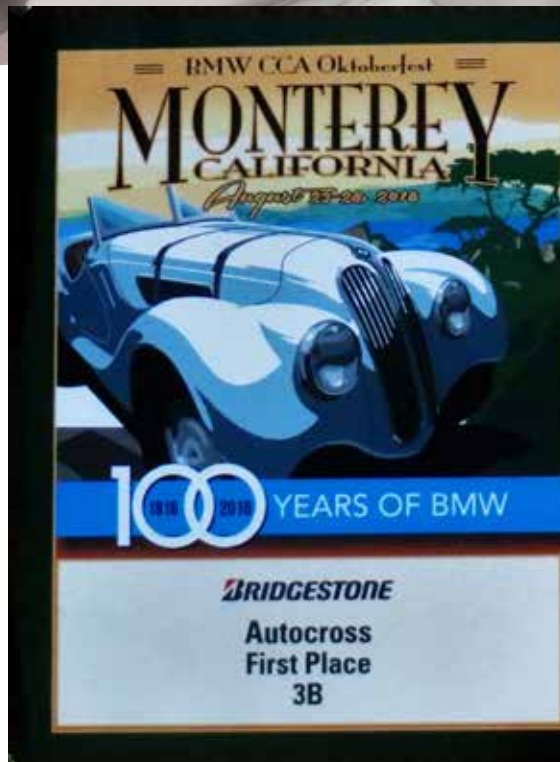
Once everyone had their fill of the place, it was then onto our lunch destination, Piggy Blues BBQ located just one block away. SPAM was not on the menu the day we were there, but no one seemed to mind. BBQ pork and beef more than filled our needs and was expertly prepared. The beef brisket is smoked a minimum of 13 hours-- highly recommended!

The trip home was also on back roads where we observed rural Minnesota at its finest. A stop in West Concord at Ginny's Drive-In topped off the trip with cold ice cream on a hot day.

In case you're curious, the ingredients in SPAM are listed as pork shoulder meat, with ham meat added, salt, water, modified potato starch as a binder, sugar, and sodium nitrite as a preservative. The ingredients for our Tour de SPAM were even more basic- good roads, good food and a great group of BMW friends. This also happens to be the recipe for every road trip offered by the club. Come join us on a future trip and see for yourself!









# North Star Chapter 2016 Karting Event

Even though the temptations of an unseasonably warm Saturday in March loomed in the background, twenty-four North Star members and guests took the time to participate in a karting event at ProKart indoor racing in Burnesville. Each participant was able to compete in a 20-lap practice / qualifying round and two 15-lap races.

Congratulations to our top three finishers

1st place: Victor Lee, 24 points and also the fastest lap at 19.234 seconds

2nd place: Greg Stull, 23 points

3rd place: Tim Belov, 20 points



# Party Qualifier

04:30

Pos	Racer Name	Kart	Laps	Best Time
1	50 Shades ...	21	9	19.807
Avg 21.688 Last 24.206 Gap -				

Pos	Racer Name	Kart	Laps	Best Time
2	Chris Peter...	20	9	19.906
▲ Avg 22.623 Last 19.906 Gap .099				

Pos	Racer Name	Kart	Laps	Best Time
3	Ian	13	8	19.974
▼ Avg 22.496 Last 24.886 Gap .167				

Pos	Racer Name	Kart	Laps	Best Time
4	Mike	16	8	19.987
▼ Avg 23.056 Last 24.451 Gap .180				

Pos	Racer Name	Kart	Laps	Best Time
5	Tim Oudin	8	9	20.104
Avg 22.721 Last 20.259 Gap .297				

Pos	Racer Name	Kart	Laps	Best Time
6	Max	10	9	20.171
Avg 22.875 Last 25.331 Gap .364				

Pos	Racer Name	Kart	Laps	Best Time
7	Tom	12	8	20.265
Avg 23.454 Last 25.857 Gap .458				

Pos	Racer Name	Kart	Laps	Best Time
8	El Ricardo	4	8	20.342
▲ Avg 22.701 Last 20.342 Gap .535				

Pos	Racer Name	Kart	Laps	Best Time
9	Tim	19	8	20.872
▼ Avg 24.694 Last 26.734 Gap 1.065				

Pos	Racer Name	Kart	Laps	Best Time
10	G Snyder	6	8	21.500
Avg 25.448 Last 30.977 Gap 1.693				

Pos	Racer Name	Kart	Laps	Best Time
11	Heather W...	22	7	22.976
Avg 26.620 Last 32.022 Gap 3.169				

Pos	Racer Name	Kart	Laps	Best Time
12	Bekah Boo	2	4	31.191
Avg 36.456 Last 49.241 Gap 11.384				

## Coming Up Next Party Qualifier

### Grid Lineup

#	Racer Name
1	Brian
2	Chris Worthington
3	Andrew
4	Dan
5	Carter Swift
6	Evan Swift
7	Spedallan
8	Greg
9	Vic
10	Kevlin Rolf

Top Times  
This Month

B. Loss  
17.611

#10  
17.911

Taz  
18.029

DonMEGA  
18.057

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## This newsletter issue is dedicated to the late Betty Crumb

I'm at a '99 New Year's Eve charity benefit. I'm dancing with the gorgeous blonde I just met, we're talking about what each of us does. She says? "Can I drive your racecar?" I reply? "Can you drive a straight stick?" "Yes." "We'll work out something." Of course I married her! She went on to win her own six Driving Championships. She passed away in March, I dedicate this pair of BMW 100 Year Anniversary Wins to my wonderful wife Betty. We so loved each other and frequently participated together at these amazing events. With her incredible spirit, she told me to? "Please go do the events that we would have done, and be with our friends." She asked to be buried in? Her Concours 'd Elegance dress, or? Her racing suit. We loved the fun people and cars at these great events, I do hope she's proud!

-Kim Crumb

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