

BMW Car Club
of America
North Star Chapter



North Star Bavarian

October, 2017



The BMW M Coupe shown was modified and built exclusively at BMW of Minnetonka.



Here at BMW of Minnetonka, we only say “working on BMWs” because “loving on BMWs” sounds a little creepy.



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What's Inside

Upcoming Club Events	2
Project "Oh-Two"	4-6
The Great Eclipse Road Trip	7;9-10
Newsletter Electronic Delivery	8

On The Cover



September, 2017

What flavor M3 would you like with your S54?

the classic, chiseled lines of an E30, or the aggressive and purposefully understated bulges of the E46?

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!

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Upcoming Club Events

Annual Winter Dinner @ Gasthaus
January 13th, 2018
8390 Lofton Ave N, Stillwater MN 55082

Teen Street Survival
January 20st, 2018
Dakota County Technical College

Advanced Car Control Clinic
Febuary 3th, 2018
Dakota County Technical College

Teen Street Survival
February 17st, 2018
Dakota County Technical College

Teen Street Survival
March 17th, 2018
Dakota County Technical College

BMW Northstar BIR Lapping day
June 1-3, 2018
Brainerd International Raceway, Brainerd, MN

Autolieben
July 30th, 2018
Afton Alps

Stay tuned for future events!

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Project 'Oh-Two'

words and photos by: Erik Berger

For years, The BMW E30 has been the 'all-that' bread and butter of my stable, over 50 of these well rounded, inexpensive and easy to work on 3 series BMWs have passed through the revolving doors of the ovalbore compound. There's good reason for this though. they're great cars. Almost without fail, anyone that drives one, falls in love immediately. a well balanced communicative rear wheel drive shassis with sharp steering, a willing engine and a smooth as silk transmission. All BMW 3 series models to follow will attempt to mimic and improve upon this formula with varying degrees of success.

The E30 doesn't deserve the crown though, as the grand daddy of all BMW 3 series cars. No, even though this car brought BMW handily back from the brink of bankruptcy in 1983 and still serves around the world today as daily driver, track rat, garage queen or winter beaters, the E30 drew heavily on the styling of its predecessor, the E21 and most of its characteristics and joi de vivre from its grand dad, the now so insanely coveted BMW E10 '2002'.

While the E21 was a good car on paper, the US market didn't see a 6 cylinder power plant officially, and the car's added heft was taxing on the then 10 year old M10 4 cylinder power plant. the E21 brought tremendous improvements over the E10 in solidity, transmission refinement, and power output of that M10, additionally creature comforts like optional air conditioning, something the 2002 never offered, and a limited slip differential as an option on the glass like small case rear differentials. Styling, very 70s in origin was crisp, simple and good, but lacked the charm of



the 2002 and wasn't the serious looking E30, somewhere in the middle, struggling to find its place.

Although the E21, a good example at least, is on the way up, the BMW E10 is teaching even the now heavily taxed E30 markups a thing or two about being a desirable and truly coveted BMW model.

BMW's first stab at the E10 2 door was dubbed the 1600-2, meaning 1600cc engine, 2 doors in 1967, two years later, they shortened the moniker to 1602, and the year after, BMW's performance skunkworks decided an internal idea to shove the larger 2000 model's 2.0 liter M10 engine under the thin steel skin of the 2 door E10 was a smart move, and the 2002 was born in 1970.

Now that I have prefaced the history and the brotherhood of the E10 2 door, I'll swing back around to why this is even written here in the first place. I have wanted a round tail light 2002 for years. Finding one of these early body cars (pre 1974 big bumpers and weird square tail lights) without gobs of rust, or tons of missing NLA components is very difficult without totally breaking the bank. Sure, there were a few examples listed on Bringatrailer that I bid on,





and nearly won in fact! Just out of reach. Just too much for a worn out 50 year old sheet metal roller. About a week after my final losing bid on bringatrailer, the active 2002 owners forum 2002faq classifieds yielded a very promising all original 1967 1600-2 which of course had round tail lights, and red center at that! (first 2 years of production), and the smallest of the chrome bumpers available on this particular chassis. The craigslist like photo quality made it hard to get a good feel for anything condition wise, but the photos were numerous and enough to study and feel good about reaching out to the owner in Tennessee. After trading text messages back and forth, assuring me the car was indeed rust free, the sheet metal, engine and transmission were original to the car, and seeing the original 50 year old wood gear knob and blaupunkt radio still in place, I decided to pay him a deposit and plan the trip down to collect this newest project the week following.

Loading up the purpose built E10 air ride car trailer that I had owned for years, after purchasing it from a local racing team that was closing shop with appropriate lighting, straps and winch, I hitched her up to Mr. Wags, my 2007 BMW E91 touring and a good friend in tow, we set off for Bethpage, TN. An uneventful but very long 1,000 mile day blew by, numerous senseless diversions, near triple digit temperatures and frequent, but not as much as expected fuel stops with the wagon pulling down a respectable 22mpg pulling the empty car trailer at motorway speeds, we finally arrive to an incorrect address.. a seedy area with trailer homes in the middle of two large, picturesque hills. I call the FAQ member's phone number.. no answer. I try again, leave a message and have nothing to do but wait.. Luckily no more than two minutes following that voice message, the member and seller calls me back and tells me I am on the right road but too far one direction. Unsure of which direction, my copilot and I head along the bearing we had taken to get to this area in the first place. a half dozen or so miles later, we see a gleaming black nugget of bavarian sheet metal on a hill top in a slightly better area in town. Peter, my copilot and I get out of the car for the first substantial amount of time in a day and start talking with the seller while walking around the car.

Back on the original internet based posting for this car, he advertised it as really only needing the high idle addressed. nothing else was missing or wrong. Upon turning the key to a healthy sounding M10 starter reduction



Project 'Oh-Two' (continued)

words and photos by: Erik Berger

noise, I'm greeted with an ear splittingly high rev before I can pull the key back out to kill the ignition. The carb had been jammed so wide open that driving it on to the trailer under its own power was absolutely out of the question. Figuring that out, I start to walk around the car. I see a few sizable dents in the rear of the car (Which I had asked specifically about damage on, he said it had none) a rusty chrome bumper, missing trim pieces, weather seals beyond repair, inoperable gauges, missing wiper transmission arms and blades, sun visors. tons of little stuff.

Still, though, this was a rust free, legitimately solid and numbers matching early euro E10, and I had to have it. Pulling the fuel pump off of the engine and using the starter in first gear to walk the car on to my trailer with no issue, I air the bags up on the trailer, strap the car down, hand over the white unmarked envelope of cash to the seller and we're on our way back to minnesota, basically non-stop with a brief nap in the dells at 3AM.

2,100 miles, just over one day and I had that illusive roundie E10 in my garage. Just one more four wheeled hole in which to light hundred dollar bills on fire and throw in to! Parts already arrive in huge quantities from Blunttech, BavarianKlasse and 02 again amongst others. stay tuned for future project updates!



The Great Eclipse Road Trip

Words and photos by Tom Lawell

It's not everyday that a total solar eclipse comes along, so it was only natural to plan a road trip to see it. Draw a diagonal line from Oregon to South Carolina, the path of the eclipse totality, and calculate the distance from the line to the Twin Cities... oh my, it's about 500 miles. Oh well, we are going to do it anyway.

Hotel reservations were made about 10 months in advance for Lincoln, Nebraska. From that location, it would be about a half hour drive south on the day of the eclipse to get to the sweet spot of eclipse "totality". The eclipse occurs on a Monday, so we will leave the Twin Cities on Saturday, stay overnight in Sioux City, Iowa and make it to Lincoln on Sunday. Now to recruit a few more road warriors crazy enough to come along on the trip. Members of the BMWCCA Northstar Chapter are largely certifiable, so that proved to be easy. Sixteen others signed up and the trip soon became a reality.

What about the route? As many back roads as possible, that's for sure. The #1 goal of any good road trip is to stay off the interstates and focus on the curvy, twisty country roads where possible. This three-state trek would take a little lon



ger on the backroads, but what's the hurry? As long as we get to the eclipse on time, all will be well.

The driving highlight of the trip was a trek through the Loess Hills Scenic Byway of Western Iowa. Think Iowa is flat and uninteresting? Think again. Just east of the Missouri River are miles and miles of dunes through which narrow two-lane roads have been built for our motoring enjoyment. This perfect "peak and saddle" topography proved even better than expected. This scenic byway is definitely worth the trip.

What to see on our way south? Our group not only loves to drive, but they love to eat. A few dining highlights included the Cup and Saucer Restaurant in Sherburn, Iowa (a restaurant won by a young couple who wrote an essay hoping to keep this small town restaurant open), the Diving Elk in Sioux City, Iowa (18 craft beers on tap), the Twisted Tail Steakhouse and Saloon in Beebeetown, Iowa (out in the middle of nowhere, but well worth finding) and Lazlo's Brewery and Grill in Lincoln, Nebraska (located in the fun and bustling Haymarket district of downtown).

Other great stops along the way included the Blue Bunny Ice Cream parlor located in Le Mars, Iowa (self proclaimed Ice Cream Capital of the World) and the Okoboji Classic Car Museum just south of beautiful Lake Okoboji.

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
- 2.) Click Login, enter your user i.d. and password.
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The Great Eclipse Road Trip (Continued)

But what if the weather doesn't cooperate? It's pointless to drive that far if the clouds block our view of the eclipse. The plan is to drive a half-hour south of Lincoln to get to the Homestead National Monument near Beatrice, Nebraska, an official NASA viewing event location. Keeping a constant eye on the weather throughout the trip, things aren't looking very good. Thick clouds are expected in the the southeast corner of Nebraska, and the viewing conditions are iffy at best.

The day of the eclipse finally arrives. Everyone is up early and it's decision time. Based on the forecast, the consensus is to head west 100 additional miles to find clearer skies. To get there as fast as possible, we violate road trip rule #1 and jump on Interstate 80 headed west.

Thankfully, one of our road trip participants (Karen Wassmund) happens to have a niece who lives in a small town just south of Grand Island, Nebraska in a town called Doniphan (population 844). Our caravan of eclipse seekers was warmly greeted by Christine Quist and her family who graciously made us all lunch and offered us the use of her backyard for an impromptu eclipse viewing party.

The clouds stayed away and, equipped with our stylish eclipse glasses, we watched the moon slowly drift in front of the sun. The sky gradually darkened until finally, the sun was totally covered and the corona shimmered above our heads for over 2 1/2 minutes. What a remarkable sight it was.

No one on the trip was disappointed and many immediately expressed interest in seeing the next total eclipse that will occur in the U.S. in 2024. Draw a diagonal line from Texas to Maine, the path of the eclipse totality, and calculate the distance from the line to the Twin Cities... oh my, it's about 600 miles. Oh well, we are going to do it anyway!

Planning a road trip this direction? Be sure to check out:

Loess Hills Scenic Byway
<http://www.visitloesshills.org>

Cup and Saucer Restaurant in Sherburn, IA
<https://www.facebook.com/CupNSaucer>

Blue Bunny Ice Cream in LeMars, IA
<https://www.bluebunny.com/our-story/blue-bunny-parlor>

Okoboji Classic Cars Museum, Okoboji, IA
<http://www.okobojicc.com>

The Diving Elk in Sioux City, IA
<https://www.facebook.com/TheDivingElk/>





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