

BMW Car Club
of America
North Star Chapter



North Star Bavarian July, 2019



EXPERIENCE YOUR BMW CLUB MEMBERSHIP
IN FULL THROTTLE AT
MOTORWERKS BMW

TAKE AN ADDITIONAL
15% OFF PARTS & LABOR

WITH YOUR BMW CLUB MEMBERSHIP CARD*

PLUS ENJOY ALL OF THE ADDITIONAL BENEFITS OF
SERVICING YOUR VEHICLE AT MOTORWERKS BMW:

- NEWLY REDESIGNED SERVICE CENTER
- COMPLIMENTARY VEHICLE PICKUP AND DELIVERY FOR SERVICE
- ONLINE SCHEDULING & BILL PAY
- SERVICE LOANER VEHICLE FLEET
- AVAILABLE SERVICE LOANER FUEL AND GLASS COVERAGE
- ALIGNMENTS STARTING AT \$99.99**
- OIL SERVICES STARTING AT \$59.99***

*Customer must be a current BMW Club Member and provide BMW Club Membership Card at time of write up. Offer may not be combined with any other offers unless otherwise stated. Exclusions apply. See Dealer for details. **Vehicle Alignment valid only at Motorwerks BMW. Customer must present Membership Card at time of write up. Exclusions apply. See dealer for full details. Offer excludes Hazardous waste fees. ***Must present coupon at time of write up. BMW synthetic Oil change includes up to 7 quarts of full synthetic oil and filter. Exclusions apply. See dealer for full details.

AT MOTORWERKS BMW, ULTIMATE PERFORMANCE
COMES WITH ULTIMATE SERVICE, STANDARD.



1300 American Blvd. West
Bloomington, MN 55420

MotorwerksBMW.com
Sales: 888-866-4255



Motorwerks BMW

A **PENSKE** AUTOMOTIVE DEALERSHIP

PRESIDENT
Kenny Raway
president@northstarbmw.org

VICE PRESIDENT
Travis Mjolsnes
vicepresident@northstarbmw.org

TREASURER
Jerusha Thompson
treasurer@northstarbmw.org

SECRETARY & PHOTOGRAPHER
Tracy Rolf
secretary@northstarbmw.org

NEWSLETTER EDITOR
Erik Berger
editor@northstarbmw.org

MEMBERSHIP
Brent Dolan
membership@northstarbmw.org

SOCIAL EVENTS
Sandi Schiable
socialevents@northstarbmw.org

DRIVING TOURS
Tom Lawell
tours@northstarbmw.org

TECH EVENTS COORDINATOR
Mark Manns
techsessions@northstarbmw.org

WEBMASTER
Kenny Raway
webmaster@northstarbmw.org

TECHNICAL ADVISOR
Motorwerks BMW
techadviser@northstarbmw.org

DIGITAL MARKETING
Brian Hayes
marketing@northstarbmw.org

DRIVING SCHOOLS
CHIEF DRIVING INSTRUCTOR
Tyler Arvig
drivingschools@northstarbmw.org

DRIVING EVENTS COORDINATOR
Tim Oudin
drivingschools@northstarbmw.org

WINTER & CAR CONTROL
Tyler Arvig
winterschool@northstarbmw.org
carcontrol@northstarbmw.org

What's Inside

Upcoming Club Events	2
BMW's outside of the US Market.....	4-5
Trial by fire	8-9
Kannonball Klutch Kaput.....	10-12

On The Cover



July, 2019

This quarter's issue is enveloped by a diminutive E82 parked in front of a liquor store in a small, unknown and sleepy town in western MN on the 2019 Kannonball fun charity rally

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!

"North Star Bavarian" is published by the North Star Chapter of the BMW Car Club of America, Inc. Please address correspondence to P.O. Box 16256, Saint Paul, MN 55116. All information furnished herein is provided by membership for members only. Ideas, suggestions and opinions, technical or otherwise, are those of the authors, without authentication by or liability to the officers of the Club. Unless specifically stated otherwise, the Club endorses no person, product, service or business. North Star Chapter, Inc. is a non-profit Minnesota corporation.

This newsletter and other information about the chapter may be found on the internet at:
www.northstarbmw.org

Contact for Ad rates:
advertising@northstarbmw.org

Artwork - TIFF or PDF preferable, Macintosh or IBM compatible to:
editor@northstarbmw.org

Deadlines for next full newsletter:
Copy and advertising to editor no later than the 10th of the month preceding publication date, or contact editor@northstarbmw.org

Typical Publication Dates:
4/15, 6/15, 9/15, 12/15

Upcoming Club Events

Member Appreciation Picnic

July 13th, 2019

Brookview park, Golden Valley, MN

See motorsportreg for more details!

Cruise to Duluth Air Show

July 20th, 2019

See Motorsportreg for more details!

Cruise to Road America

August 2nd, 2019

See Motorsportreg for more details!

Apple Harvest Express

September 21st, 2019 - 9AM

Kohl's parking lot - Cottage Grove, MN

See Motorsportreg for more details!

The Great Galena Road Trip

October 11th-13th, 2019

Kohl's parking lot - Cottage Grove, MN

See Motorsportreg for more details!

**AT EVERY TURN,
WE OUTPERFORM.**

WINNER OF THE 2018 CENTER
OF EXCELLENCE AWARD

BMW
of Minnetonka
Authorized
Dealer



THE THRILL OF A BMW

Take a test drive today and you'll see what we mean.

Proud to support North Star Chapter of BMW



The All New BMW 5 Series

BMW of MINNETONKA

15802 Wayzata Blvd., Minnetonka, MN

Call 952-303-7500 | BMWofMinnetonka.com

Sales Hours:
Monday - Thursday
8:30 AM to 8:00 PM
Friday 8:30 AM - 6:00 PM
Saturday 9:00 AM - 5:30 PM

Service and Boutique Hours:
Monday - Thursday
7:00 AM - 8:00 PM
Friday 7:00 AM - 6:00 PM
Saturday 8:00 AM - 5:00 PM

Parts Hours:
Monday - Thursday
7:00 AM - 6:00 PM
Friday 7:00 AM - 6:00 PM
Saturday 8:00 AM - 5:00 PM

BMW's outside of USDM

Words and photos by: Erik Berger

BMW's in the United States are nothing new for us, but we do sort of take for granted variations of vehicles we don't get. Completely unique models roam the streets of cities the world over every day bearing the BMW roundel like the 2 Series Active Tourer, which in this case is famous for being the world's first abomination of the badge, as it is front wheel drive. The streets of Finland are littered with German cars from all of the big three, but while VW AG has brands like Skoda and Seat from nearby factories to flood the streets of Finland, BMW still exports the majority of its vehicles worldwide from Spartanburg, SC and Germany.

Anyone that travels overseas from the USA and pays attention to cars in even the smallest capacity will note that the vehicles they do see are almost certainly diesel powered for efficiency and tax reasons, that's no exception even in the modern day in populated European cities. BMW, Mercedes, Volvo, even things like Dodge Journeys roaming the streets of Finland are all diesel. Exceptions seemingly limited to older small cars with gas engines, plug in hybrids, mild hybrids and all electrics, which are all equally common alongside the diesels.

Plug in hybrid BMW's aren't actually all that uncommon even in the USA, but the models of 330e, 530e are much more commonplace here for unknown reasons due to their immensely high sticker price stateside. No X3 active hybrids were spotted, although an X5 plug in was a fairly common sight alongside VW AG's Porsche Cayenne and Panamera hybrids.

As far as models completely unique to outside of the USA, the 2 Series Active Tourer, 1 and 2 Series hatchbacks take the prize there, as they're by far the most abundant versions of the BMW roundel on the streets overseas, usually with a 1.8 to 2 liter engine under the hood, and unfortunately more and more commonly, with an automatic gearbox.

Many European countries have significant but different tax benefits for plug in, hybrid and diesel fuel vehicles, Helsinki as part



of Finland carries an 800 euro annual tax on gasoline burning vehicles without a hybrid system, and gasoline itself is about 20 cents per liter more expensive right off the bat than on-road diesel fuel. In addition to these reasons, the additional efficiency of diesel engines, and the higher kCalorie content of the fuel itself, it's not surprising what so ever to see such a high take rate on the oil burner power packaged.

Vehicle modification culture in Europe and Finland is alive and well, however the modifications at first blush in Europe appear to be skin deep and aesthetic first and foremost, with little ability or desire to up power outputs. Certainly there's a smattering of M cars around, and nearly every non electric vehicle on sale has a turbocharger these days, making additional power output a simple flash away even if not permitted by law necessarily for the end user. Nice sets of wheels, body trim kits, spoilers are very commonplace mods, along with ubiquitous after market wheels on the streets which are needed for the compulsory winter tire law in Finland.

After arriving and getting off of transit at street level, there's an immediate quiet as no one on the streets talks, no one honks horns, and V8 backed launches, loud rap music bass are replaced with gentle direct injection diesel clatter and the unmistakable sound of studded tires on pavement.

In just a few short blocks to my rented flat, I spotted one set of winter rubber for every single vehicle on the road. Everything from micro city cars like the Toyota Aygo all the way up to the massive VW transporter vans had winter tires, most of them with carbide or steel studs to boot.





BMW's outside of USDM

Four days in, I asked a local I had built up a bit of rapport with about the winter tires and their seemingly universal voluntary adoption in Finland, and how refreshing it was to see. The guide, without missing a beat said to me that it was law in Finland to have winter tires of your vehicle from November 31st through April 1st. There were penalties for having them on out of season, and for not having them on in season, but the regions of the country changed the dates a bit, so locals used 'traveling to Lapland' as an excuse if they were pulled by authorities after the April cut off date.

Many boots of hatch backs throughout my week in Finland contained a set of four tires, or wheels and tires in bags as apparently the week I chose to go to Helsinki was one of the first of nice weather, and in the sweet spot for the mandated changeover date. Locals apparently procrastinate as we all do though.

Regions where weather gets inclement, snow falls and ice build up are not at all uncommon in Europe as they aren't in the USA, but what is decidedly uncommon is AWD vehicles where the system is an optional extra. F11, G31 5 series estates, VWs, Skodas, Mercedes, etc. Vast majority of examples observed were the two wheel drive versions. Proof that the winter tires argument is far more valid than all wheel drive for safety reasons. Vehicles also become cheaper, lighter and less expensive to run, as well as responsive, all ideals very much in line with Finland's reserved but incredibly sophisticated culture.

Favorite sightings were of course in the estate and hatch categories, 118i, 320d manuals -- just awesome little stripper machines with low options, a third pedal and all of the spunk that modern US offered BMWs lack.



BMW's outside of USDM

Least favorite sightings amounted to the 2 series active tourers from the BMW sponsored ride share programme, the automatic 1 and 2 series, X4, X6, 3 and 5GT models. Things that exist because of the USA and have absolutely no place in an european culture.

Biggest surprise sighting was the last morning while waiting for the uber to the airport in downtown Helsinki, a lovely dark blue bone stock LCI E39 M5. Even with the notoriously muted factory exhaust still in place, the sonorous note reflecting from building to building through the boulevard as the M5 approached was very audible, and the dark blue paint amongst a set of neutral colored lease spec diesel ecoboxes was an equally welcome juxtaposition.



Free Loaner Cars · Best in Service · 3 Year Warranty



Specializing in BMW, Mercedes, Audi, VW

EUROTECH
Auto Service



www.eurtechmn.com · 651-636-6912
480 8th Ave. NW · New Brighton

You expect the ultimate driving experience from your car.



Why expect less from your hearing?

Audiology Concepts is a private practice specializing in:



Custom in Ear Monitors



Hearing Aids



Custom Hearing Protection



Edina

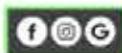
6444 Xerxes Ave South
Edina, MN 55423
Phone: 952-831-4222

Burnsville

14050 Nicollet Ave S., Suite 200
Burnsville, MN 55337
Phone: 952-303-5895

Call today to schedule your appointment!

www.audiologyconcepts.com



Trial by fire

Words and photos by: Brent Dolan

Inspired by the growing ranks of OEM+ style builds, a plan was set in motion to install BMW CSL Headers and a European Section 1 onto my 2007 Z4M. It began innocently enough; online forums and do-it-yourself videos providing the confidence necessary to upgrade my wrenching from bolt-on queen to weekend warrior.

A few months and two PayPal transactions is all it took for a set of parts to make their way overseas and into my garage. My maintenance resume thus far consisted of low stress items located near the periphery of the car; brakes, mufflers, intake, etc. While the task is a step up in complexity, it remains a straightforward process from start to finish.

Given a few weeks between jobs the chase was on. Removal of the strut braces, heat shields and O2 sensors came easily enough and before lunch the stock headers



were out. Pulling the Section 1 proved to be a more difficult challenge without removing half of the rear (X-Pipe) exhaust assembly. Four of six bolts were easy, the last two requiring me to sacrifice my fingers and wedge a small 13mm wrench between the heat shield and exhaust flanges. With that, the old parts were out and on the floor.

I snaked the minimalist CSL headers back into the engine bay with considerably less effort, new gaskets and hardware loosely in place. Turning my attention to the new Section 1, it became clear the Euro O2 sensor location was much further back in the car – about three feet further. Here the DIY articles failed to provide detail or insight into the solution. After a few hours of forum searching, I concluded that rerouting the USA O2 sensors down the driver side was the best “OEM” option.





Not only did I have to abandon the neatly arranged stock harness, I would need to cut into the loom and redirect the thin gage wires down a new path. As a mechanical engineer by day, I generally avoid electrical messes so this is a step I took very slowly, using lots of electrical tape and zip ties.

Wiring now in place, I was ready to bolt up the Section 1 with the exception of one problem. Due to the placement of the euro O2 sensors I would no longer be able to finesse a small wrench onto the nut as I had during removal. With the catalytic converter hoisted up on my knees, I constructed a series of extensions and universal joints that provided just enough engagement to secure the Section 1 to the X-pipe. I breathed an audible sigh of relief.

I buttoned up the headers, tucked all sensor wiring into the underbody covers and reinstalled the heat shields. Nearly complete, disaster struck as I secured the secondary air pump to the block, proceeding to over torque the small M6 nut and shear off its mounting stud. Buy a torque wrench folks. Without a specialty tool in my arsenal, I limped the car to a nearby shop to weld a nut on the remaining threads and replace the stud.

It took me three times as long as a qualified shop, but I will not hesitate to get my hands dirty when the next issue (ahem, modification) arises. Mission accomplished! Now for a celebratory drive to admire the throatier exhaust note and symphony of burbles.



Kannonball Klutch Kaput

There are so many rallies around these parts nowadays, it's hard to keep track of schedules and even more importantly, which car should be driven for which event. Kannonball rally is a fairly popular one in the Twin Cities, smack dab in the middle of the summer, and it stays in town which is always a nice bonus for end of the day shenanigans and the drive home.

The 2019 rally snuck up quick. Registration and pre-payment happened 9 months prior, spots filled up quickly for veterans like team #hoonicorn, but the blank on the application asking "RALLY VEHICLE" was mysteriously left blank on the hoonicorn application. Problems, even uniquely first world problems like which fancy car will you drive on our rally in 9 months are still very much problems that require solutions, and 9 months is a long time to think, especially since that timeline eclipses one of our famous Minnesota winters.

At the time of registration, lots of cars sounded appealing.. the M5 was up in the air getting stock mufflers, badging, some new used headlights,

brakes and minor suspension work, a solid choice for any high speed thrash. Mr. Wags, the 2007 328i manual rear wheel drive sport wagon had a pan gasket leaking so badly BMW of Minnetonka described it as 'the worst they'd ever seen' when the car was in for its Takata airbag recall just a month prior, the 1 series M was an obvious pick for some back road fun and comfort, but the clutch had been selectively picking times to slip, although getting less and less common in occurrence. The 850 had a new wheel bearing, but a loose front control arm, a new ABS fault, and needed an alignment before really being comfortable on a multi-hundred mile spirited drive.

Ultimately, the springtime rolled around and the 1M was selected as the chariot of choice. Sticky Michelin rubber, competition package brakes, clutch type Limited-Slip differential, and the best air conditioning of the bunch.

The clutch slip I mentioned earlier? Well, nothing had been done to address this, but the car had been acting perfectly fine on test drives even under high load low RPM conditions, which are hardest on clutch clamping force situations, so caution be damned.





Kannonball Klutch Kaput

Swinging down to Burnsville to pick up the rally vinyl livery kit, unrolling the sheets alongside the dirty, neglected E82, planning the decal placement began, and culminated in just minutes. Not the most attractive livery, but it was on and the car was in compliance.

Morning after, a crisp but hot dawn over coffee and sausage egg McMuffins, the 1M lined up at the Cars and Coffee based start line and we set off. Things were feeling good, promising in fact. The 1M's rear end was happy and the engine had no trouble breaking the rear tires loose without clutch slip. Checkpoint 1, 2, 3, 4 -- they were flying by with uneventful air conditioned bliss, but just before checkpoint 5, somewhere near Greenfield, MN and 220 miles in I laid in to the power in second gear and the engine flared. Immediately, letting off the accelerator, looking at my codriver, I decided it was time to call it and head back home to save the flywheel from getting burned up by the clutch slip friction, especially seeing as the attention of the rally group from local law enforcement was getting quite intense, and we were only half way through the day, and fairly close to home in the grand perspective.

75 miles later, the car was up in the air, cooling down and the clutch change began. After removing many one-time use aluminum bolts, shields, exhaust parts, the drive shaft, and transmission, the transmission finally gave way to the clutch and pressure plate.

Removing the pressure plate and inspecting the disc, the clutch had definitely been removed and reinstalled when the engine was replaced 59,500 miles prior, a no-no move with SAC systems. At any rate, the new set slapped in and the car is now in full-on break in mode to die another day!







In-house dyno

Auto Edge

651-777-6924

Maintenance, Performance, and Track Prep

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

Check out our project cars on
AutoEdgeRacing.com

We service most vehicle makes and models
Rental cars available at our location
Pick Up and Delivery options available



Professional Alignments to suit your driving needs

Custom Roll Cage Design and Installation

Where a Bavarian Autosport ad used to be

North Star Bavarian
P.O. Box 16256
Saint Paul, MN 55116-2346

Non-Profit
U.S. Postage Paid
Chaska, MN
Permit No. 95

BMW Car Club
of America
North Star Chapter



Dated material
Please do not delay
www.northstarbmw.org

Same Day Service

on most repairs



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