

# *Top Marque*

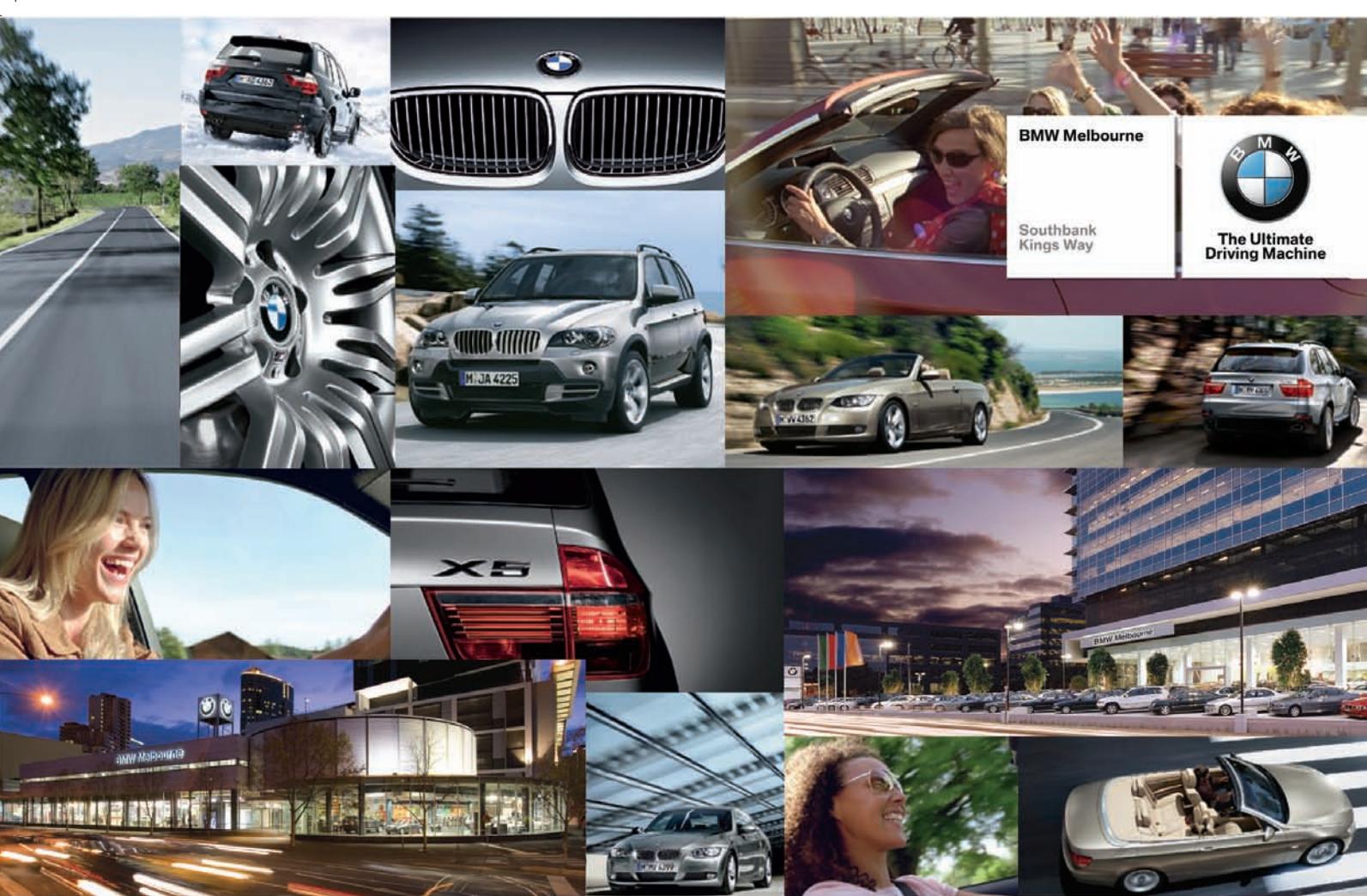
BMW club



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FRONT COVER:  
BMW Efficient Dynamics Car at the  
2011 Australian International  
Motor Show in Melbourne  
Photographer - Anthony Roberts

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Try our website <http://www.bmwccv.com.au/forums> for more club information.

Membership of the BMW Car Club of Victoria Inc. is applicable for 12 months from receipt of application and includes one year's subscription to BMW Top Marque.

General Meetings are held at 7.30pm for 8.00pm on the first Monday of the month - refer to our forum for venue updates <http://www.bmwccv.com.au/forums>.

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# MESSAGE FROM THE EDITOR

Well it's been an exciting time for BMWCCV. We have had some fantastic events over the previous few months and we are certainly planning some great events in the second half of the year. I am unsure if many of you made it to the Australian International Motor Show in Melbourne early July, however if you didn't get the chance to see the Efficient Dynamics concepts car in the flesh, you can read all about it on Page 4.

DECA again was a huge success thanks to Graeme Bell and his team (the family!) and there were nothing but compliments for Stewart and Evelyn Garmey for putting on another wonderful Founders Day event. Thank you also to Tony and Jean Whelan for organising hopefully what will become an annual club event the "Sunday Cruise and Poker Run". The club each quarter will continue to subsidise lunch at the charity events as long as our members dig deep for the cause that we are supporting. This time we ended up raising \$525.00 for the Royal Children's Hospital.

Monthly meetings over the past few months have also had record attendances. The Bruce County as a venue seems to be in a good location (100m off the Monash at Blackburn Road), they are also continuing to offer the Car Club great rates for dinner, or if the menu selected for the club doesn't take your fancy they are happy for you to order from the bistro. At the last meeting Tony D'Alberto the V8 Supercar driver joined us with a fantastic debrief about the world of V8 Supercar racing - thanks again to all that were involved in making that happen.

We have also included in this Edition the BMWCCV Committee Nomination form and proxy voting forms for 2011. September is just around the corner and if you are interested in joining the committee then please nominate. You will find the official notification on page 7. If you require any clarification on the process then please feel free to contact Tony Whelan directly via email at [secretary@bmwccv.com.au](mailto:secretary@bmwccv.com.au)

We are always looking for Member Profiles, so please if you are new to the club or have an amazing passion for cars then we would love to hear from you.

Jenna Patan

## THE BMW 328 TURNS 75

Few cars can claim to hold as much fascination in the eyes of the public 75 years after their premiere as the BMW 328. Built between 1936 and 1940, the BMW 328 laid down a milestone in automotive history and was the most successful sports car of the 1930s on the racing scene. Agility, acceleration, reliability and lightweight construction – the BMW designers focused on the essentials in the development of the 328, ushering in a new era in the process. Indeed, at a time when powerful supercharged "Kompressor" machines ruled the racing roost, the BMW 328 Roadster – weighing just 780 kilograms and developing a modest 80 horsepower in series production form – was a genuine sensation. And sure enough, the new Roadster wasted no time in putting its burly supercharged rivals firmly in their place in its debut outing at the Nürburgring on 14 June 1936.

The success of the BMW 328 lay in the sum of its parts: rigorously applied lightweight design, ideal weight distribution, aerodynamic lines, the perfect engine and a meticulously tuned chassis delivering flawless road holding. All of which allowed it to underpin a fresh understanding of what a car could be, one which saw the engine's output teaming up with the optimum interplay of all the car's component parts – and complemented by maximum efficiency – to achieve success. These qualities enabled the BMW 328 to embody the values that still underpin the BMW brand today: dynamics, aesthetic appeal and a high degree of innovation.

BMW PRESS CLUB



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# MEMBER PRFOILE

## Meet Karen Flouch



Late one Saturday morning in about 1997, I suddenly realised whilst cleaning the house that my car was due for changeover, and was in fact, no longer covered by the manufacturer's warranty.

With cheque book stuffed in the back pocket of my very sad looking house cleaning jeans, I went down to the local BMW dealer, only to find myself completely snubbed by the salesman. I probably should have changed first. Vowing to myself that I would never buy a BMW, I drove 500 metres down the road and spent my 5 series money on another kind of car.

Nearly three years later I had a call from the salesman that sold me the car, reminding me that my car was due for changeover, and by the way he worked for a BMW dealer now, why don't I come in and look at their cars, etc.

So I did, still vowing I would never buy one. Anyway after about an hour I left, having purchased a lovely silver E39 525 sport. I loved that car from the very first moment, the comfort, style and ease of driving. I travel from Central Victoria to Melbourne every day, so that's important to me.

A little time passed, and I was invited to the launch of the new 5 series, the E60, which I attended.

The next day I went back to the dealership and announced that I wanted to buy a new car. Wow, they said, you must have really liked it. No I said, the shape is too much of a shock to me, give me another E39 while I still can. So I got a beautiful black E39 525 sport, this time with sat nav, TV, and telephone!

I did 175,000 kms in that car, and reluctantly changed it for an E60, silver this time. I was never in love with the E60 and kept it 12 months to the day. When it left me it had travelled about 72,000 kms.

Next came a black (get the picture, silver, black, silver, black) E92 335i coupe. With a performance exhaust system and suspension, I continued to tear up and down the Calder Freeway. On a service visit, I took the opportunity to test drive an E63 M3 and instantly fell in love. One week later I took delivery of a sparkling white one, with 8km on the clock. Now, almost exactly two years later my M3 has travelled 103,000 kms, and still runs as well as the day I got it. It's going in next week to have a gasket replaced on the transmission as it has developed a small oil leak, but that is the only thing that has ever gone wrong with the car.

Over my BMW years, I have driven the equivalent distance of Earth to the moon. I have had my share of mishaps along the way, hitting one dog, the back end of a kangaroo, catching two blown out truck tyres, a crate falling off a trailer, a sheet of steel and my own rear tyre blow out. Each time the car has been damaged, but has been beautifully repaired by Mark Wyatt's Superfinish in Moorabbin. I've been lucky with the M3 though, save the big hail storm in 2010 which left the car looking like an expensive golf ball.

I've got another year to go with the M3, so I'm faced with deciding which model to get next. I'm going to keep the M3 though; I can still drive it on the weekends. I would also like to add an E39 M5 to my garage at some stage, although I don't have a garage, so it's more like the drive way.

My 12 year old daughter has also developed an attachment to these cars, getting upset each time they are changed. She already has plans to buy a 320d station wagon so she can carry her dog around. Not sure the dog is going to last that long, but it's a nice idea.

So this is a very long way of saying that I have had many years of reliable driving from BMW, and I have really appreciated the up to the minute technology available in each new model. Even though my cars have been damaged from time to time, I never have been, thanks to the safety features and handling of the cars. All of my cars get treated like cars; they are parked outside, get driven through mud, roadworks, bugs, hail, rain and shine. But a quick trip to the car wash and you would never know what the car looked like 30 minutes before, each wash revealing a seemingly brand new BMW.

I have certainly had my money's worth from each of these cars, and I'm sure that will continue into the future.

Karen Flouch

# VISION OF THE FUTURE AT THE MOTORSHOW

## Vision Of The Future: BMW Brings Concept Vision

## EfficientDynamics To The Australian International Motorshow

- First and last time Vision EfficientDynamics concept will appear in Australia
- ActiveHybrid technology combining high-performance race car characteristics with small car consumption and emission levels
- Dedicated stand to showcase plethora of BMW future mobility technologies and concepts

BMW Australia today confirmed its return to the Australian International Motor Show in 2011 with the exhibit of one hero car - the spectacular Vision EfficientDynamics concept, appearing for the first time in Australia and representing the BMW vision of future mobility.

The BMW stand, which will take prominent position at the entrance to the Motorshow pavilion, will showcase BMW's commitment to combining EfficientDynamics technologies with ground-breaking performance and design, continuing to produce the Ultimate Driving Machine well into the future.

With the recent announcement of the new sub-brand BMW i, the BMW Group reaffirms its leadership as the most innovative and sustainable premium car company. This revolutionary new approach will produce purpose designed and built vehicles for sustainable, premium mobility, heralding a new era for motoring. Two models will be launched under the new sub-brand from 2013 – the BMW i3 and BMW i8, the latter being based on the BMW Vision EfficientDynamics concept.

The BMW Vision EfficientDynamics concept is a four-seater sports car featuring avant-garde design, futuristic technology, impressive performance and unrivaled fuel efficiency figures. Technology combining a three cylinder turbo diesel with a hybrid synchronous motor at the front axle and a full hybrid engine at the rear axle, enables a maximum power output of 241kW. This innovative technology allows the BMW Vision EfficientDynamics to achieve 0-100km/h in just 4.8 seconds. This figure is made even more impressive by the fact that the BMW Vision Efficient Dynamics car consumes a mere 3.76 litres per 100 kilometres, and produces a CO2 emission rating of just 99 grams per kilometre.

This perfect blend of performance, efficiency and low emissions is made possible by the 1.24-metre high coupe's sleek body design, with an aerodynamic drag coefficient of just 0.22.

As a "plug-in" hybrid, the Vision EfficientDynamics features a lithium-polymer rechargeable battery housed centrally in a longitudinal chassis element, which can be fully charged at a conventional power socket within just two and a half hours. The electrical stores of the BMW Vision EfficientDynamics produce zero emissions motoring for a range of 50 kilometres, with the 24-litre diesel tank extending that range to 700 kilometres.

BMW Australia Managing Director Phil Horton confirmed that the Vision EfficientDynamics concept is an actual representation of the direction for BMW both globally and locally. "Through the Australian International Motor Show in Melbourne, we have the rare opportunity to show a concept car to Australians that exhibits everything that BMW represent in terms of sustainable future mobility, and our dedication to improving efficiency, minimising emissions whilst never compromising the performance BMW is famous for.

"This is a vehicle that proves sustainable motoring can still be an enthralling experience, and Australians will be able to enjoy this for themselves, when it goes into production in the form of the BMW i8" he said. "The Vision EfficientDynamics Concept is proof that maximising the efficiency and emissions of motor vehicles through BMW EfficientDynamics technologies does not have to mean under-performing cars, because creating the Ultimate Driving Machine will always sit at the heart of every car we produce."

### BMW PRESS CLUB



BMW Bodyshop

Port Melbourne



The Ultimate Driving Machine



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# SOUTHERN BM TRACK DAYS

We organise client track days a few times a year which allows customers and friends to see how their BMW pride and joy perform out in a safe environment with professionals in the passenger seat. We often have clients ask if there is any way they can stretch the legs of their BMW's without having to look over their shoulder looking for police or speed cameras. The best place to this is on the race track and although it sounds like it is just for race cars, it isn't.

BMW cars perform very well on the track and what we offer is that you take your standard car out to learn a few techniques and feel free to open it up or stretch the legs. We are looking to cater for the beginners or BMW enthusiast who have not been on a track previously and do not want to be in a race car environment. This time it was on the Easter/Anzac day long weekend, April 26th where we could lock in Sandown Raceway for the Public holiday. We locked in Cameron McConville as our organiser for the day and he sourced the help of Fabian Coulthard (V8 Supercar driver) and Nathan Pretty (V8 ute series) for instruction. This day was purely for our SouthernBM clients from beginners to experienced drivers.



We arrived at 7.30am and the weather was just stunning, a Melbourne morning that was sure to bring out a perfect sunny day. When the 30 customer cars arrived Cameron ran through a presentation and some guidelines with a run down of the day. We initially went out in a follow the leader style to get an idea of how to drive around the track on the correct driving line and then came in to discuss a few safety aspects of the day. From there all 30 customers had unlimited access to the instructors and all they had to do was drive up to the pit lane, grab an instructor and go around for a few laps. Although this may sound daunting if you have never been on the track, the instructors can communicate very well and will suit the instruction to your skill level. Remember this is a beginner driver day for our service clients, not a dedicated track day for track cars or focused towards Performance BMW clients.

We had a good variety of cars attended, M3 E92's, 135i's, M3 E46's (inc an M3 CSL), Z3M coupe, Z4M, M5's a few E28's, E36's and a few E30's as well.



We stopped for lunch break, which Cameron had a catering company set up and supply for us and then in the afternoon had an open pit lane schedule. This meant that you could still take any instructor any time but you could go out as many times as you felt comfortable doing. In some instances some customers went out 9 times for the day which is a massive amount of free track time for you to drive, with no-one in your way or pressuring you to drive to a point whereby you feel uneasy or pressured.

We had a great day, the over whelming majority said they had more track time than they could handle which is always nice to hear. We had no incidents or mechanical issues and everyone drove home safely. I'd like to thank Cameron, Fabian and Nathan for their instruction and guidance for the day and enthusiasm for our SouthernBM clients who attended the day.

Andrew Brien  
SouthernBM

*Top Marque 6*



## **BMW CAR CLUB VICTORIA INC.**

### **Notice of 2011 Annual General Meeting**

Dear Club Member,

I am pleased to advise that the 2011 Annual General Meeting of the BMW Car Club Victoria Inc. will be held at 8pm on Monday 5<sup>th</sup> September 2011 at the Hotel Bruce County, 445 Blackburn Road, Mt Waverley.

The agenda for the Annual General Meeting shall be:

1. Confirmation of Minutes of previous Annual General Meeting.
2. President's Report
3. Financial Report
4. Committee members' reports
5. Election of Committee (as per section 9 of the Constitution)
6. Election of Auditor
7. Notices of Motion
8. General Business

During the Annual General Meeting, an election will take place to appoint the President and Committee for the 2011-2012 year.

Only financial members as at Friday 2<sup>nd</sup> September 2011 are eligible to vote.

If you are unable to attend the AGM, you may choose to nominate a proxy to vote on your behalf or send a postal vote, however these need to be lodged with the Secretary no less than 48 hours prior to the AGM.

I encourage you to attend the AGM and vote for the President and Committee of Management for the 2011-2012 year.

Kind Regards,

*Tony Whelan,*  
Secretary/Public Officer.

# CHARITY CRUISE & POKER RUN

Sunday 22nd May 2011 dawned fine and sunny with a gently breeze and fluffy white clouds dotting a deep blue sky..... sorry; wrong date, different event! In fact, the short term outlook was for rain and possible hail, with gale force winds, and a maximum temperature forecast that would be more like the winning score in a soccer match. Despite the appalling weather forecast, 33 spotless BMWs joined the BMWCCV Charity Cruise and Poker Run along the Great Ocean Road. Whether it was the knowledge that all funds raised would be donated to the Royal Children's Hospital, or the free lunch funded by the club that drew so many members out into the cold is still being debated by the committee.

Given that it has been quite a while since the club has seen 67 people attend a club run, something must have worked – well done to the organisers: Tony Whelan and crew.

We met the majority of members at Avalon, where a freezing wind howled across the plains from the You Yangs. Despite the chill factor, Jean Whelan and Jenna Patan, were bustling around in an effort to keep warm while handing out maps, Brain Teaser question sheets, and cards. The official briefing concluded just as the first drops of rain arrived, which was lucky, as most of us were nearly frozen by then anyway. Co-drivers were sitting in warm cars already busy answering Brain Teaser questions in an attempt to gain an advantage. Into the BMWs and off we went down the Princes Hwy and around the Geelong Bypass following Tony in the 7-Series. All very straightforward at this stage as the rain set in, which is precisely where things started to go astray.

Just as we thought it couldn't get any wetter, confusion reigned as Tony headed not south-west towards Lorne, but eastwards. Perhaps Tony was lost? Surely not with Jean navigating. Many people missed this turn, and so the run became not one long convoy of BMWs, but multiple short convoys. By this time it was bucketing down, and we had passed Mount Duneed; along the way seeing several large signs pointing right to the Great Ocean Road and even giving distances to Lorne. Yet Tony continued doggedly eastwards.

A decision was made to call a halt in Barwon Heads in order to give people a chance to catch up, as by now everyone was totally confused, apart from Tony. Of course it was still coming down cats & dogs, so guess who got thoroughly soaked while running back down a long line of BMWs parked on the side of the road telling people that we would be waiting here a "while"; yes, it was our intrepid leader Tony! As the view of suburban Barwon Heads was not particularly interesting, a few people became frustrated by the delay or perhaps tummy's started rumbling, and a few U-turns were made to head back towards the corner servo. People were nervously looking at the time, and thinking about the lunch booking at Lorne.

Finally we were off again, passed the controversial new Barwon River Bridge, and up to our first stop at 13th Beach lookout, which turned out to be parked out, so no-one could actually stop to collect our first Poker card. No matter, quick change of plan, and we were off to the Great Ocean Road via Torquay and our first chance to get out and stretch the legs at Bell Beach.

Jess Bell had the shutter clicking madly taking scenic shots of multiple BMWs against the ocean backdrop. After having tootled along in nose-to-tail traffic so far, it was finally our opportunity to stretch the legs of those glorious BMW engines at last, heading across to Anglesea and somehow, each time we did so, out popped Jess to capture the moment. At least it wasn't a dreaded speed camera this time. Here, we stopped once more for a Poker card, only to see Rodney Smith stagger from his bright red 330Ci convertible and turn a strange shade of grey while clutching his side. It seemed quite serious, and was obviously very painful, so after deciding that it wasn't getting any better, an ambulance was called. That was the end of the Smith's plans for a run to Lorne for lunch with overnight accommodation at the Pacific Hotel; off to hospital for a few days recovery – seems the diagnosis was a few broken ribs; must have occurred while Rod was laughing at Tony's bizarre Brain Teasers!



Off again, slowly this time through Jan Juc, Airies Inlet to Lorne, where we parked on impossibly green grass overlooking the Lorne Pier just as the sun came out. A few steps across the road to the Pacific Hotel, and we soon found ourselves seated at one of many inviting tables in a spacious dining room full of hungry club members.

This is where the wheeling and dealing started once everyone had collected their 5 Poker cards. Every available technique was used to improve our hands, not just by simply swapping cards with others on our table, but with purchases from the dealer, and other less legitimate mechanisms. Raffle tickets were bought in the dozens as people tried to improve their chances of a win of some kind, or perhaps most simply saw it as a donation to the Royal Children's Hospital.

# CHARITY CRUISE & POKER RUN

Eventually, time was called, and Poker hands were compared, each table winner being awarded a prize (not to be consumed while still within the Hotel). Oliver Stanbrook took out the prize for best overall Poker hand – was it really five aces?

Lunch was delicious, and as this was our first real opportunity to talk to fellow club members on our table, many deep and meaningful discussion developed over a glass or two. Finally the winner of the Brain Teaser was announced, and to her utter amazement and total embarrassment, Katrina Henshall won a very smart looking 4-way Polar Jacket with BMWCCV & M Sport logos. Tony was forced to provide the official answers to each question, and while there were many howls of derision from certain members, none have instigated a legal challenge, as yet. The fun was at an end, so the final total figure that we had raised for the Royal Children's Hospital was announced: \$525.00

Goodbyes were said and people headed back home, either taking the twisty inland route through Deans Marsh or back up the Great Ocean Road. Thanks to Tony Whelan (and support crew) for organising the event, and to the committee for funding lunch and providing the prizes; it was a very successful event despite the wintery weather.

Katrina & Andrew Henshall  
E89 Z4 sDrive 35i



# EVOLUTION OF THE 3 SERIES ENGINE

For 36 years now, the BMW 3 Series has profited more than almost any other model series from its fascinating drive technology. During a period spanning five generations, BMW 3 Series engines have time and time again been pioneers of innovative technology and milestones in engine construction.

As a result, the four and six-cylinder power units, each of them having been the most modern of their time, have created the basis for the success of the internationally coveted, sporty midrange series. And what's more: with its dynamic and consistently highly efficient drive technology, the BMW 3 Series became the founder of a new category of sports same time, a bestseller within the premium segment. With each new model, the series was able to expand this position even as more and more competitors began to adopt the concept of sporty, compact premium segment sedans.

Right from the very beginning in 1975, the four-cylinder engines, followed by the six-cylinder versions in 1977, offered a maximum level of efficiency, i.e. high performance coupled with low fuel consumption. Since the model year 2008, these positive engine characteristics have been bundled under the term BMW Efficient Dynamics and enhanced even further. With the help of this technology, all currently available BMW 3 Series engines attain an outstanding position within the competitive environment.

## **In the beginning there was the powerful four-cylinder engine**

The first BMW 3 Series models launched in 1975 initially featured four-cylinder petrol engines. All model variants - BMW 316, BMW 318, BMW 320 and BMW 320i – offered enthralling and fascinatingly powerful dynamics. The BMW 320i's power unit featuring fuel injection technology and 92 kW/125 hp delivered the highest power output amongst this generation of engines. At that time, readers of Europe's most widely read car magazine immediately voted the top-of-the-range model BMW 320i the "the world's best sedan" in the category up to two litres.

## **From 1977 with six cylinders: BMW 320/6 and BMW 323i**

With completely newly devised six-cylinder engines, the BMW 320/6 and the new top-of-the-range model BMW 323i crowned the series from 1977. Both models convinced not only through performance alone (BMW 323i with electronically controlled engine management and transistor ignition, 105 kW/143 hp), but also through elasticity and running smoothness.

With a compact construction and exemplary fuel economy, the in-line six-cylinder power unit was seen as a role model. During the late seventies, the BMW 323i enjoyed cult status with sports oriented drivers. Tuners, fitters and conversion specialists alike were in great demand and virtually all suppliers were involved with this BMW 3 Series top model. Along with the revised four-cylinder engines, a new entry-level model, the BMW 315 with 55 kW/75 hp, was added to the range during the second half of the life cycle

## **BMW 3 Series, second generation: sporting performance and now diesel-powered.**

Even the entry-level model of the second generation launched in 1982, the four-cylinder BMW 316 with 66 kW/90 hp and electronically controlled carburettor, signalled a sporting ambition. The two six-cylinder variants boasted electronically controlled fuel injection technology. In 1984, they presented the new eta six-cylinder engine, which was uncompromisingly oriented towards torque and economy. The BMW 325e delivered 90 kW/122 hp from a 2.7-litre displacement and made do with a modest 8.4 litres of regular petrol per 100 km. Furthermore, it was the first BMW 3 Series model to be supplied exclusively with a catalytic converter.

1985 saw the arrival of the first diesel powered BMW 3 Series, the BMW 324d, its 63 kW/86 hp six-cylinder in-line engine combining athletic driving performance uncharacteristic of a diesel with typical diesel fuel consumption of less than 7.0 l/100 km. Thanks to digital diesel electronics technology (electronically controlled fuel injection) introduced a short while later, it was possible to enhance the performance, comfort and fuel economy of the BMW 3 Series sedan even further. 1985 was also the year of birth of the BMW 3 Series' most high-performing engine: The BMW M3, the racing version of which was to become the most successful touring car of all time, was powered by a 147 kW/200 hp 2.3-litre 4-valve engine.



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# EVOLUTION OF THE 3 SERIES ENGINE

## Third generation: high performance, lower fuel consumption and VANOS

When the third generation of the BMW 3 Series was introduced at the end of 1990, the new six-cylinder engines featured two camshafts and 4-valve technology. Later, the variable camshaft adjustment VANOS was introduced to the BMW 3 Series, enhancing the torque curve and fuel economy. A further new six-cylinder engine made its debut in the sedan - the 2.5-litre, 85 kW/115 hp power unit featured in the BMW 325td, which took the series of victories of the sports diesel to the next highlight in 1993: Under the bonnet of the 325tds, a new six-cylinder oil burner with turbocharging and intercooler delivered a power output of 105 kW/143 hp.

## Even better efficiency in the fourth generation

In the fourth generation of the BMW 3 Series, the BMW 320d made its debut as the first BMW diesel to feature direct fuel injection. It delivered 100 kW/136 hp and reached a top speed of 207 km/h with an average fuel consumption of just 5.7 l/100 km.

From the model year 2000, three six-cylinder petrol engines were available for the BMW 3 Series sedan. The construction principle used on the new six-cylinder in the BMW 330d with 135 kW/184 hp and 4-valve technology, direct fuel injection, turbocharger with variable turbine geometry and intercooler corresponded largely to that of the four-cylinder engine employed in the BMW 320d. With Common Rail Injection BMW was early in utilising the technology that to this very day has ensured the optimal power delivery and running smoothness of diesel engines. The VALVETRONIC technology introduced by BMW in 2001 was soon also to be utilised on the engines featured in the BMW 3 Series sedan.



## Generation 5: even higher performance, even better fuel economy

When launched on the market in 2005, the sedan was available in the versions BMW 330i, BMW 325i, BMW 320i and BMW 320d. Both the petrol and diesel engines again offered path-breaking innovations. The four-cylinder oil burner in the BMW 320d with new Common Rail Injection of the second generation and a turbocharger with variable turbine geometry now delivered 120 kW/163 hp. Like the 110 kW/150 hp four-cylinder power unit, both six-cylinder petrol engines were now equipped with the throttle-free load control VALVETRONIC. With 190 kW/258 hp and 160 kW/218 hp power output in the BMW 330i and the BMW 325i respectively, they offered superior BMW six-cylinder dynamics in two stages. Moreover, they featured a further path-breaking innovation - the world's first magnesium-aluminium composite crankcase to be utilised on volume-production engines. This engine weighed only 161 kilograms.

The world's first in-line six-cylinder with BMW TwinPower Turbo technology, High Precision Injection and all-aluminium crankcase initially employed in the BMW 335i Coupé from 2007, was also featured in the sedan somewhat later. With 225 kW/306 hp from a three-litre displacement, it has since then offered a new dimension in driving dynamics, pulling power equal to an eight-cylinder naturally aspirated engine and remarkable efficiency, which is unsurpassed in this performance class. The fuel supply is effected using High Precision Injection technology, a second-generation direct injection system presented by BMW for the first time. The piezo injectors are located between the valves and are therefore in the immediate vicinity of the spark plugs, thus facilitating more efficient mixture preparation and combustion.

The BMW current BMW 3 Series sedan: thanks to BMW EfficientDynamics each one a benchmark in its performance class. The engine range for the current BMW 3 Series sedan - from the BMW 316d with 85 kW/115 hp and the BMW 318i with 105 kW/143 hp to the BMW 335i - offers efficient dynamics and previously unequalled product diversity. Every BMW 3 Series sedan is the benchmark in its performance class when it comes to the best relation between driving fun and fuel economy. Under the term BMW EfficientDynamics new chapters in engine development are being constantly opened. The latest outstanding milestone is known as the BMW 320d EfficientDynamics Edition and delivers 120 kW/163 hp with an average fuel consumption of just 4.1 l/100 km.



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# SNAPSHOT OF THE NEW M5

This is the fifth generation of the world's most successful high-performance saloon in the premium segment of the executive class; new BMW M5 is an exceptionally dynamic high-performance sports car with four doors and five seats. The world premiere of a newly developed BMW M high-performance engine: high-revving 4.4-litre V8 engine with M TwinPower Turbo package – consisting of Twin Scroll Twin Turbo technology, cross-bank exhaust manifold, High Precision Injection petrol direct injection and VALVETRONIC fully variable valve control; 412 kW/560 hp at 6,000 – 7,000 rpm, maximum torque: 680 Newton metres (502 lb-ft) from 1,500 rpm; lag-free power delivery, typical M car thrust.

Significantly improved balance between performance and fuel consumption: acceleration 0–100 km/h (62 mph) in 4.4 seconds, 0–200 km/h (124 mph) in 13.0 seconds, top speed: 250 km/h / 155 mph (305 km/h / 190 mph with M Driver's Package); average fuel consumption in EU test cycle: 9.9 litres/100 km (28.5 mpg imp); engine output 10 per cent up on predecessor model, maximum torque increased by 30 per cent, fuel consumption cut by more than 30 per cent; extensive Efficient Dynamics technology, including Auto Start-Stop function and Brake Energy Regeneration.

Power transfer to the rear wheels via the seven-speed M Double Clutch Transmission Drivelogic; traction-optimised automatic gear selection; Launch Control; Low Speed Assistance; automatically activated parking mode; M-specific gear selector; M leather steering wheel with shift paddles.

Hallmark M conceptual harmony produces superior performance characteristics with precise interplay of drive and chassis technology, aerodynamics and weight balance; power-to-weight ratio: 3.3 kg (approx. 7 lb)/hp; M-specific suspension (front and rear axle kinematics), M Servotronic steering, Dynamic Damper Control, DSC stability control system including M Dynamic Mode; bodyshell mounting using special panels; lightweight compound high-performance braking system.

Outstandingly agile handling thanks to innovative rear axle differential with Active M Differential; electronically controlled multi-plate limited-slip differential enables fully variable distribution of drive between the rear wheels to optimise traction and stability in dynamic lane change manoeuvres and acceleration out of corners; degree of lock can be varied between 0 and 100 per cent according to the situation; fast, precise and pre-emptive responses thanks to constant data cross-checking between the Active M Differential and DSC stability control system, and monitoring of the accelerator pedal position, wheel speed and yaw rate.



Characteristic body design with familiar M aesthetics reflecting the car's extremely dynamic yet precisely controllable nature; specific design features contributing to performance characteristics; front apron with extremely large air intakes for the engine and brakes; athletically flared wheel arches to emphasise wide track; hallmark M "gills" with integrated indicator bars; aerodynamically optimised rear apron with diffuser between the right and left-hand pair of twin exhaust tailpipes; gurney-style rear spoiler on the boot lid; 19-inch M light-alloy wheels in exclusive double-spoke design.

Extensive range of driver assistance systems and mobility services from BMW ConnectedDrive unmatched by competitors in this segment and beyond: M-specific Head-Up Display (standard), Adaptive Headlights for standard xenon light, High-Beam Assistant, BMW Night Vision with pedestrian recognition, Lane Change Warning System, Lane Departure Warning System, Surround View, Speed Limit Info, internet usage, extended integration of smartphones and music players, real-time traffic information and apps for receiving Web Radio and using Facebook and Twitter.

Specifications and performance: BMW M5: V8 petrol engine, M TwinPower Turbo technology with Twin Scroll Twin Turbo, cross-bank exhaust manifold, High Precision Injection direct injection and VALVETRONIC variable valve control. Displacement: 4,395 cc, output: 412 kW/560 hp at 6,000 – 7,000 rpm, max. torque: 680 Nm (502 lb-ft) at 1,500 – 5,750 rpm. Acceleration 0 – 100 km/h (62 mph): 4.4 seconds, acceleration 0 – 200 km/h (124 mph): 13.0 seconds, top speed: 250 km/h / 155 mph (305 km/h / 190 mph with M Driver's Package).



BMW PRESS CLUB

# DECA DRIVER TRAINING

## Driver Training in my 130i

I haven't had this much fun in a car since...well, a long time ago. Driving in my first training day with the BMWCCV at Haunted Hills in April was terrific, but this might be better. It's now my second BMWCCV training day, and we find ourselves up at the DECA facility just outside Shepparton. The main attraction is the skidpan, a giant flat concrete pancake covered in witches hats – and it's my task to get around them as fast as I can, using any method I want. The surface is slippery, which raises the challenge and means my tyres are not getting chewed up when things get a bit lairy. There's nothing to hit, no police, and Graeme Bell and co are looking after everything.



Out the back of DECA is a small circuit, and despite being situated amongst endless paddocks outside the town, a new housing development has been built a few car lengths from the edge of the track. Who would buy their peaceful country home right here? On this day, I can only imagine it would be someone keen to enjoy the sounds of a few E36 M3s, an E30 M3, a few E30 racecars, some E90s and a few other models and marques getting thoroughly thrashed a few metres from their lounge room.

My E87 130i is dwarfed (but not disgraced) in that list, but I have some other competition: my friend Charlie and his Lancer Ralliart. His AWD and double-clutch flappy paddle car is very similar to my old Golf MkV R32. This was a great car, and it was pretty rapid around a circuit, but it was ultimately a very safe and sterile experience. Hence my main desire to go for a BMW and enjoy the true sportscar layout of RWD! Couple that with the fantastic engine, 6 speed manual, a 50:50 weight distribution and a stability control that can be switched off and my garage just got a whole lot more interesting.

So, is power oversteer the fastest way around these DECA cones? Maybe not, but there are not many occasions when this type of behavior is encouraged! Maybe if I use the handbrake too? It's non-stop grins...until I jump into Charlie's car. The handbrake must be used to get the back out, and once sliding the AWD pulls the car out of the drift and tidies it all up. The double-clutch auto takes a lot of fun and involvement out of it too. (I know some claim these transmissions are robotized manuals as they lack a torque converter, but if it changes gears automatically, and it doesn't have a clutch pedal, I argue they are an auto.)

It all reminds me again of my R32, except that the Lancer's steering gets all jammed up when it hauls itself out of a slide. It's almost as if the complex drivetrain suddenly starves the power steering of available energy when it finds traction, rendering the wheel locked up in the countersteering direction. All the technology makes it fast around a proper circuit, but in a clinical and detached manner. Jumping back into my car is a revelation. The car is alive, I have a proper manual, the non-turbo engine is a gem, and the small size of the 1-series helps it get around the tight little courses. After the BBQ lunch, Graeme waters the skidpan and all of a sudden the Ralliart makes sense. While I (and the others) keep sliding out on the VERY slippery concrete, the Lancer can now carve giant glorious drifts in the puddles. Charlie is now the one with the biggest smile, and I am starting to feel nauseous with all my spin outs. It's definitely time for a limited slip diff...

We have joined the BMW club, which means we have an interest in the ultimate driving machine. (Perhaps that slogan is a slight exaggeration, but add the word 'practical' in there as the second word and I reckon it's true.) We have cars that are engineered to excel in a country with far more demanding day-to-day speeds than we have here in Australia. Do yourself and your car a favour: let your BMW off the leash and have a ball learning greater car control and safety on one of the club's driver training days. My thanks go to Graeme and his team for organising these motorsport events – they do a great job, and they deserve our attendance and/or support to keep these opportunities ticking over. Book in now for the next driver training days, which are at Winton (July 16) and DECA again (August 7).

### 8 things I love about my new 130i

1. Engine - powerful, flexible, responsive and linear. Sounds great burbling along in 5th gear at 50km/h or at 7000rpm.
2. Proper sportscar drivetrain (front engine, 6-speed manual, rear wheel drive) in a 5-door hatch.
3. Lithe handling, helped by equal weight distribution, short wheelbase and direct steering.
4. Auto handbrake on hill starts. Thought it was a gimmick, but I'm sold.
5. Three-stage stability control to suit your mood: On, DTC and Off. 'On' means there is no party, 'DTC' is like getting tipsy with your parents, and 'Off' can take you on a wild pub crawl.
6. Seats – electric everything, even inflatable side bolsters!
7. Strong brakes with great feel - not over-assisted and lifeless like my Golf.
8. 'M' door sills, steering wheel and gear knob.

# DECA DRIVER TRAINING

8 things about my 130i that left me wondering...

1. Remote locking will only flash on the first press of the lock button. Why? Means you have to unlock and lock again if you missed the flash, or want to check again.
2. No arrow next to the little bowser symbol on the fuel gauge to indicate which side the fuel cap is on. Fine if you only ever drive your BMW, or have a little servo routine, but every other manufacturer I know seems to adopt the standard.
3. Cruise controls are weird - up and down on the stalk is not faster and slower, but off and...off.
4. Tiny boot space. The sides of the boot are 'walled off' in line with the wheel wells. There is a CD stacker in one of these little side chambers, but also lots of fresh air (and no RWD hardware, which is the common excuse). Means my golf clubs will not fit across, even with the woods removed.
5. Radio display dims and disappears when viewed through polarised sunglasses.
6. Dashboard side air vents rattle, and door and window seals squeek.
7. Nowhere to hold a bottle of wine in the cabin.
8. Umm, seats – electric everything, so I can't stop fiddling!

Photo credits Chris Carver and Graeme Bell.

James Waldie



# WHAT MADE THE 02 SO SPECIAL

I am often amused by the efforts of BMW to attach the history of past BMW successes to the current crop of models.

I am sure you have seen the latest 1 series, which along with all the hype is likely to be badged a tii or Tii, whatever it finishes to be, it is an attempt to connect it to the great model which helped put BMW on the modern motoring calendar. The 02 or 'Neue Klasse' car of the seventies.

I would not level one criticism against the 1 series, it is truly a 'good looking car' the 02, I must confess, I never considered a 'good looking car' but it was a car that was way ahead of its time and that is what made it such a 'must have' car in the 70's.

By today's standard of engineering design, material selection and just sheer technology the 02 can not be compared to the modern BMW. IT does not have variable cam timing, inlet valve 'throttle control' the electronics to control just about everything from petrol to suspension to power transmission to brakes to car stability and the list goes on and on.

What made the 02 so successful was that it stood alone in the marketplace. I can recall the experience I had when I bought my 2002 some 36 years ago. I had driven all the current crop of cars available on the market from GT Falcons to SS Holdens and all the others. For the time' they were good cars but nothing really turned me on. I was driving home along Riversdale road when I passed Grand Prix Motors; it is not there now, replaced by an Australia Post building. Grand Prix Motors were agents for several cars; Jensen was one, along with BMW which was not really a common name in Australia at the time.

BMW Australia did not exist. Fortunately for me I decided to stop and have a look what they might have. A 2002 was sitting on the showroom floor; it had that shape that critics of the time said the back was the same as the front therefore was not really a nice shape. I discussed this car with the salesman who asked me to have a test drive. We took off down Riversdale Road and turned off to the road along the River, traffic in those days was very light so the test drive was just that.

I had a friend at the time who was a motoring editor for a Sunday paper, Sunday papers had just started, and my fiend would bring out test cars for me to drive and evaluate with him when he considered he had a 'good one'. We drove a lot of cars during that period most were regarded very highly by the press and the market place which reflected this in there sales.

Getting back to my 02 test drive it astounded me just how different this car was in every aspect of true motoring. Its road performance was just so much better than anything I had driven to that point in time. I drove back to Grand Prix Motors and immediately ordered my 2002.

What comes out of these reflections and the opening musings of mine is that the reason for the 02 success was not only that it was a great car for the times and can still hold its head up in today motoring world but there were no others cars that could match the 02 in all the areas of judgment irrespective of the price tag.

Today, BMWs are still great cars but there are several others car brands which can match them and sometimes better them, if we are honest enough and not blinkered too much by our enthusiasm for BMWs.

Back in the 70's nothing could match a BMW2002.

Doug Read  
Ohtooze 2002 Register



# BMW NATIONALS 2011

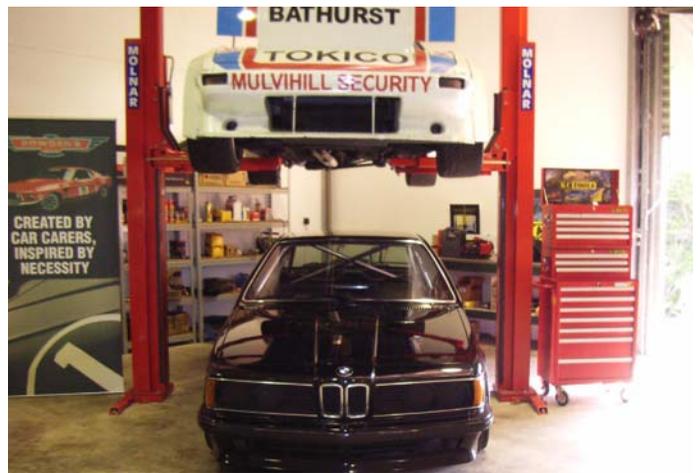
## FRIDAY REGISTRATION & WELCOME DINNER:

The weather was very kind with the only hiccup being the Welcome Dinner being held indoors because of some rain early on Friday afternoon and the Resort deciding to move the dinner from around the pool. Registration went very smoothly with everyone arriving by 5.30pm. The last couple to arrive, Sean & Mary McKone from Canberra, were late because their GPS had them doing a scenic route from Armidale over some dirt roads before they reached Tweed Heads. Maybe follow the street signs next time!

The evening was very successful with the three food stations proving very popular providing a selection of Australian, Singaporean & Italian main dishes and deserts. A total of 69 people attended the evening. The official talking was kept to a minimum to allow members to meet old friends and make new ones.

## SATURDAY – BOWDENS MUSEMUM VISIT:

Bright and early Saturday morning the bus departed for the Sunshine Coast with 49 members attending the day at Bowden's. This is a privately owned museum of old racing cars with some of this countries best touring cars on show. Some examples of vehicles on show:- Allan Moffats Lotus Cortina, Peter Brocks A9X Torana, various XU1 Toranas, all three models of the GT HO Falcon, Norm Beeche Shell Holden Monaro & Neptune Chevy Nova. Also on display were a genuine Ford GT40 and an A C Cobra with the 289 cubic inch V8 engine. Dan Bowden gave us a very detailed history of each car and how they obtained them.



The tour took over 4 ½ hours including a lunch break with the final talk about their range of car care products. The highlight was Dan starting up the GT40 with the straight through exhaust system. It sounded magnificent. To the writer it brought back a lot of memories of flag marshalling at Bathurst and Katoomba circuits in the late sixties & early seventies when race cars sounded like race cars should without the noise restrictions imposed now days. The 2 hour trip back to the Radisson was uneventful and we arrived in plenty of time for everyone to be ready for the evening activities.

## SATURDAY NIGHT – SEAWORLD THEMED DINNER:

The busses departed right on time at 7.00pm for the ½ hour trip to Sea World at Main Beach. The 65 members were greeted with pre dinner drinks and a visit from a very friendly Seal. He entertained us with lots of tricks and a walk or should I say waddle past, where we could stroke his back. Several lucky people received kisses from this very friendly sea creature. Then it was off to the function room overlooking the Broadwater, for the buffet seafood dinner. There we were entertained by Gold Coast club members John & Linda Tan who as Heart & Soul perform in their spare time. Linda sings and John plays keyboard and also sings. The food was sensational with lots of comments about the quantity and quality. All too soon it was back to the Resort with some of us having a night cap at the bar. No problems with early closing at this venue.

## SUNDAY – SHOW OF EXCELLENCE – SANCTUARY COVE:

The day was overcast but there was no rain thank goodness. There were over 40 BMW's on display with a total of 31 being judged in the various classes. Classes are based on a manufacturing period which is approximately 5 years so an E30 3 Series might be in the same class as E34 5 Series. Our display attracted a lot of attention from the Easter Sunday crowd that flocks to Sanctuary Cove to enjoy the good restaurants and shopping in the village.

This day was organised by Club Queensland with a very comprehensive judging sheet requiring a very thorough inspection of each car. Their computerised scoring system allows for results to be calculated very quickly. A full set of results are attached to this Newsletter. Overall best car was the E46 of Heather and Neville Lambley from the NSW Drivers Club followed by Ron Keane's E90 from the Gold Coast Club. Thank you to the judges for your efforts as it was very much appreciated by the entrants. Also on display was a new 125 Sports Coupe lent to us for the weekend by Bruce Lynton BMW. Being black with light lemon leather upholstery it attracted lots of attention.

# BMW NATIONALS 2011

## SUNDAY NIGHT – PRESENTATION DINNER:

This was held at the Radisson with pre-dinner drinks and canapés starting the evening before 76 members were seated in the function room. The blue and white table decoration stood out and MC for the night was Sean Smith from Club Queensland. He looked resplendent in his suit and tie complete with a mini computer, showing the order of proceedings for the night. Gone are the days of hand written notes!

Clubs Australia Chairman, Ian Solomon welcomed us and acknowledged all the hard work by the Organising Committee who helped run this Nationals. A special presentation was made to Sandra and Roger Way to thank them for their efforts as Events Coordinator and the Chairman of the Organising Committee. The bottle of Moët champagne was very welcome.

Clubs Australia Chairman, Ian Solomon welcomed us and acknowledged all the hard work by the Organising Committee who helped run this Nationals. A special presentation was made to Sandra and Roger Way to thank them for their efforts as Events Coordinator and the Chairman of the Organising Committee. The bottle of Moët champagne was very welcome.

Then it was down to the eating and drinking until the results of the Show of Excellence were announced. After that Chairman of the International Council of BMW Clubs, Ian Branston from Club ACT also spoke about various items to do with BMW Clubs world wide and how they affect clubs in Australia. He also made a small presentation to Sandra Way to acknowledge her hard work over the last 2 1/2 years organising the these Nationals. The Nationals Club Award for the club with the most members attending, distance travelled and events entered was won by Club ACT.

The evening was finished off with a cent auction where people buy books of 50 raffle tickets and place as many as they like in each box relating to the various Lifestyle Products donated by our sponsors A winning ticket is then drawn from each box for that prize. It was a lot of fun with several lucky people going home with a very nice prize.

## MONDAY – POKER RUN:

The day consisted of a drive through the beautiful hinterland of the Gold Coast and Northern NSW with lunch at the House of Gabriel in Tumbulgam, just north of Murwillumbah. We had a total of 46 people in 22 cars complete the drive. Cars were divided into two groups with a lead car driven by a Gold Coast club member who knew the route. We even had a “Tail End Charlie” so no one could get lost.



Being a Poker Run each car collected a playing card at five different points and the best Poker hand won the day. No need to answer any questions and it lets everyone do a lot of sight seeing. From the start at the Radisson Resort the cars headed up over Tamborine Mountain to the first control at the Canungra Cemetery. Next was a morning tea break at Rosin’s Lookout at Beechmont for hot cross buns, tea and coffee. Then it was a run through the Numinbah Valley to the next control at the Boarder Crossing into New South Wales. From there we followed the road down through the valley west of Murwillumbah to the finish at the Tumbulgam. The best Poker hand was held by Ray and Di Alsop from Club Gold Coast followed by Jean and Tony Whelan from the Victorian Club. Lunch was excellent and all too soon the day was finished. To Sue Fornay and Clive Anderson thank you very much for all the effort you went too to make this day a success.

We said good bye to a lot of “Southerners” who started to head back south on their journey home. The rest of us returned to the Radisson for more eating and drinking.



## MONDAY NIGHT – STAYERS DINNER:

26 six people had dinner in the restaurant at the Resort enjoying the sea food buffet and the company of fellow BMW club members. But all too soon it was time to say good bye to those leaving early in the morning to start their journey home.

# BMW NATIONALS 2011

## CONCLUSIONS:

The Radisson Resort did a fabulous job looking after us during the weekend. The food served at the various functions and breakfast along with the service from all staff was excellent. Also the dedicated undercover parking was very much appreciated by all attending. We would recommend staying at the Radisson Resort to anyone coming to the Gold Coast for a holiday. The number of club members attending was below our expectations based on previous Nationals but as they say in the classics, "Quality not Quantity".

The number of cars entering the "Show of Excellence" was disappointing as at other Nationals we have attended over the last 17 years there are usually 70 to 80 cars entered. Some of the reasons for the lack of numbers might be the name change from a "Show and Shine", the very strict judging system and the confusing class names, possibly putting people off entering. Also the organisers must take into consideration the distance members drive to attend the Nationals. Possibly Clubs Australia have to rethink their attitude towards this event and return it back to a simple "Wash and Polish" event with the same cars competing against each other in each class.

To all those who attended the Queensland Nationals thank you very much and to the Organising Committee thank you for a job well done. Also we must thank our sponsors for the generous support of our Nationals. Thank you to Erin Burl at BMW Group Australia for all the goodies she sent us along with the cheque from the company. Gold Coast Dealer Bruce Lynton BMW for their Lifestyle products and cheque. Brisbane BMW for the Lifestyle products and Bob Jane T-Mart at Southport for the vouchers we raffled and gave as prizes for the Poker Run.

Special mention must be made about the amount of help Sandra and I received before and during the Easter weekend from our Gold Coast club members. A big thank you must go to Allan Day & Julie Cox, Bob & Rachael Twine, Alistair, Donna & Steve Denovan, Ron Keane & Eric Hodge, Michelle & Emile Barlin, Sue Fornay & Clive Anderson and John & Linda Tan. The final acknowledgement for all her very hard work over the last 2.5 years to make these Nationals so successful must go to Sandra Way. Without her efforts this event would not have been so good. Thank you from everyone attending.

So until the next time we meet at the Nationals in 2013 at Phillip Island in Victoria safe motoring & have plenty of "Shear Driving Pleasure" in your favourite BMW.

ROGER WAY

RETIRED CHAIRMAN - 2011 NATIONALS ORGANING COMMITTEE

## 2011 SHOW OF EXCELLENCE RESULTS



Classe	Name	Car	Points	CI Rank	Overall
Neue Klasse	Rod Campbell	3.0CS	290	1	13
Neue Klasse	Ken Alchin	2002	231	2	23
Neue Klasse	Robert Battle	2800CS	220	3	25
Bau Gruppe 197-X	Barry Kelly	E24 635csi	356	1	3
Bau Gruppe 197-X	Russell McGuire	E28 M5	331	2	8
Bau Gruppe 197-X	Allan Day	E21 323i JPS	287	3	16
Bau Gruppe 197-X	Robert Burke	E24 635csi	222	4	24
Bau Gruppe 197-X	Leo Graae	E28 M535i	208	5	27
Bau Gruppe 197-X	Lawrence Glynn	E21 323i	178	6	31
Bau Gruppe 198-X	Roger Way	E30 325is	344	1	4
Bau Gruppe 198-X	Denis Weisz	E30 318is	290	2	14
Bau Gruppe 198-X	Bob Twine	E30 M3	280	3	18
Bau Gruppe 198-X	Scott Muir	E34 B10 Alpina	276	4	20
Bau Gruppe 198-X	Dave Ross	E30 M3	259	5	22
Bau Gruppe 198-X	Don Neibling	E30 M3	216	6	26
Bau Gruppe 198-X	Vic Crennan	E34 535i	203	7	28
Bau Gruppe 198-X	Peter Kunz	E30 Convertible	202	8	29
Bau Gruppe 198-X	Ashleigh Taylor	E30 318is	199	9	30
Bau Gruppe 199-X	Allan Wright	E31 840i	316	1	9
Bau Gruppe 199-X	Brendan Searle	E31 850i	309	2	10
Bau Gruppe 199-X	Mandy Nelson	E36 328i	306	3	11
Bau Gruppe 199-X	Paul Krynen	E36 M3R	295	4	12
Bau Gruppe 199-X	John Hebron	E36 328iC	288	5	15
Bau Gruppe 199-X	Ian Branston	E36 328iC	282	6	17
Bau Gruppe 199-X	Andre Planinsic	E36 323i	272	7	21
Bau Gruppe 200-X	Heather Lambley	E46 325ci	406	1	1
Bau Gruppe 200-X	RodneySmith	E46 330ci	339	2	7
Bau Gruppe 200-X	Tony Whelan	E63 760Li	276	3	19
Bau Gruppe 201-X	Ron Keane	E92 323i	380	1	2
Bau Gruppe 201-X	Craig Tindall	E90 320i	343	2	5
Bau Gruppe 201-X	Sean McKone	E87 120i	340	3	6

# SOUTHERN BM - M3 E92 DCT EDITION

The BMW M3 E92 Edition is a rare car in Australia. There are only 3 Monte Carlo blue M3's available to our market so when we were in talks for a new project on an Edition we were very excited. The original brief for this build was to fit a SouthernBM Stage 1 tune kit (including ECU flash tune, Akrapovic Titanium exhaust upgrade and Air filter) suspension and install some Vorsteiner Carbon Fibre parts. The owner lives interstate but flew down to discuss his requirements and we organised for the car to be freighted down in a secure carrier.

Starting with a suspension upgrade, the owner didn't want to change the factory EDC suspension electronics, so we elected to go for a H&R spring kit to get the lowered more aggressive look he was after. This kit comes as springs only and allows us to retain the factory EDC shock absorbers, bump stops and top mounts. The spring upgrade does not create a rough ride as you might expect from a lowered spring kit but maintains the manners of the M3. This spring kit also gives that raked look to the front wheels which is very popular.

We then installed the Akrapovic Titanium exhaust system to the vehicle and what a piece of artwork that is. The fitment of this exhaust is incredible. The Exhaust is made out of Titanium and goes from the factory headers to the exhaust tips. This is a full exhaust system upgrade and it uses all the factory mounting points for easy installation. This exhaust upgrade has the benefits of perfect fitment, you save 23kg of weight on the standard exhaust system, you gain approx 24Hp and 35Nm of Torque and of course the glorious sound the titanium exhaust makes, is very enticing.

The brief for the build changed and we were now going to beef up the factory brake system. We ordered a Brembo GT brake kit for this car but there was a large delay on when we could get a set from Brembo Italy, so we had some time to decide what else we could do to the car while it was with us. The Brembo Brake kit consists of 380x34mm Front rotors which would certainly fill out the wheels and the 6 piston calipers really look the part. The rear rotors are the same size and would be sure to slow the car down by the time the performance upgrades we installed. Brembo has a large name in all forms of Motorsport and is factory fitment in some BMW cars, like the BMW 135i.



# SOUTHERN BM - M3 E92 DCT EDITION

We discussed at length the Performance requirements of the owner and it was clear that Supercharging the M3 was the only option for him. We researched until we found the Supercharger kit that met all our requirements for safety and reliability, and with no reported engine or drivetrain issues in over 100 kits sold worldwide, then we had to go with ESS Tuning. We elected to go for their most aggressive kit the 625VT2 which is an intercooled supercharger kit that runs a Vortech V3 Self lubricated unit. The Supercharger itself is good for over 770 horsepower so was more than adequate for our requirements.

The kit is very well designed and the installation was straight forward for us to do in house. ESS recommend the Akrapovic Exhaust system to be used with the Supercharger kit to compliment it so we were fine there already. The end result was that we achieved 386rkw when a standard M3 makes 235rkw so a substantial increase in power and torque all the way through the rev range. This is an incredible result and actually more than we were expecting, to drive this car is exciting every time we get behind the wheel. The pick up in performance with the supercharger is all the way through the rev range, the way i like to explain it is, the entire performance range is amplified over standard from just off idle all the way to redline. The power does not come in or out, it is just there all the time, it certainly does bring a smile to your face evrytime we drive it. ESS produce other kits as well that are less powerful than this kit and we have recently installed a 575 kit on an E90 M3.

As the Rear Brembo kit was delayed from Italy for manufacturing reasons, we imported the front kit, install it with the above components, and we then elected to have Cameron McConville test the car at the track to bring out any issues before the car went back to the owner. This was a very important thing for us to do, we wanted to push the products to see how they performed under duress, this, combined with our own testing helps SouthernBM promote products that work on this chassis and weed out the products that just are not up to our standard. Have a look what Cameron McConville thinks of the SouthernBM enhanced BMW M3.

After the rear Brembo brakes arrived, the owner contacted us to discuss upgrading the wheels and some more carbon fibre. So we bought a set of Vorsteiner V104 wheels in black textured finish and a Vorsteiner carbon fibre boot lid. The boot lid we had painted in body colour and we faded the carbon into the paint for the different look. We have recently performed a LCI tail light retrofit to the vehicle and coded the car accordingly. The LCI lights came out on the 2010 cars and are LED lights. It really suits the style of the E92 and is a straight forward BMW Genuine retrofit kit.

The Vorsteiner Carbon Fibre Rear Diffuser and Akrapovic Titanium Exhaust tips finish off the rear look of the BMW M3. The front splitter is from Vorsteiner for the M3. It is one piece and made from carbon Fibre. There are Vorsteiner Wheels V104 in textured Black finish. These look fantastic with the Brembo brake upgrade kit in the background and the lowered look of the H&R Spring kit.

SOUTHERN BM



# A SNAPSHOT OF FOUNDERS DAY 2011



# E30 RACING REPORTS

## Round 2, Phillip Island April 16-17

### **Matt Martin's weekend at the Island:**

The weather was sunny and dry for the 2nd round of the 2011 BMW Drivers Cup. Phillip Island was ready for the E30's but were the E30's ready for the Island? This weekend we were running in the Improved Production category. This means we always end up tussling with cars that have plenty of straight line speed but struggle under brakes and cornering in comparison to the E30s.

Qualifying was the usual frantic affair; get yourself settled in find some clear track and go as hard as you can. I managed 14th overall which was good enough for 1st of the BMW's. Race 1 started slowly and Rob Braune got the jump on me; however I managed to get back past him by Honda. We swapped positions for the next couple of laps until I ran wide at Southern Loop and ended the race in second. Rob got the jump again in race 2 and used his extra power to get past a couple of the IPRA cars. I spent the rest of the race trying to get past a very wide Torana..... In the final race of the weekend Rob ran away with it. I managed to fend off Anton Bergman in the early laps then consolidated for a second place overall for the weekend.

Well done Rob, and well done all the other E30 racers. We had a clean and enjoyable weekend of racing. See you at Sandown!

### **Brian's Bourke's weekend at the Island:**

Playing With the Big Boys - A.K.A. Round 2 2011 BMW Drivers Cup

Finally the 2.5 Spec engine is fitted and ready to race. Friday practice was great; getting the feel of all the extra power, sorting out the setup and trying to drive fast on old worn tyres all put a smile on my face. Saturday dawned well and we headed out for Qualifying. Managed a PB on lap 6 which put me in third place amongst the E30's.

Race one saw me spin the wheels on the start, watch Anton fly past, and get held up by one of the Improved Production cars - Fast in a straight line but slow in the corners - Grrr - he held me up until he outbraked himself and went off at turn 4, but not enough laps left to catch Anton.

Sunday also was a great day, with Phillip Island pulling out all the stops. Gridding up behind the Series leader in Race 2 was a bit of a buzz! Nailed the start and the 4 of us got going well. Rob Braune streaked off thru the Improved Production cars, only to be seen again from a distance. Matt, Anton and myself battled hard all race with me mainly taking the rearguard position even after sticking my nose past on several occasions. Another PB was set and my smile was even wider. Steve and Alan also had a great battle, with both setting PB's for themselves,

Race 3 Saw me back in 4th in the E30's but Anton had issues in pre-grid and failed to take his position in front of me. Alan was beside me on the grid and got a great start while I sat spinning my wheels again, and we raced into the Southern Loop only to be greeted by Yellow flags after Siberia. The Safety Car was brought out and as we passed the Southern Loop we saw that Simon had had problems, and his car was sitting off the track looking rather sad. The race restarted a couple of laps later and Alan and I got to mix it up for the remainder of the race, without me finding a way around him.

Another weekend of close, fast racing, and I hope Simon can get his car right by Sandown. My First outing with the new Engine was a great one with over 2 seconds taken off my PB. I can't wait for the next round!

### **Alan Saint's weekend at the Island:**

As round 2 at Phillip Island loomed ever closer, things were starting to fall into place in the never-ending quest for more speed. I was going to be running a new, freshly built engine, having purchased an M20B25 short motor from Qld for the princely sum of \$150, and had it shipped via E-go for less than \$100. The motor was stripped and checked, all looked good, so I loaded the block and a new set of JE 9.7:1 pistons in the back of the ute, loaded the E30 race car on the trailer with the old motor in it and headed off for Portland. Took the block, pistons and conrods to Port City Engines in Portland, and they re-bored the block, and resized the conrods while I waited. Can't ask for better service than that!

Now, you may be wondering why I towed the race car all the way to Portland as well (2 hour drive away), but there is a method in my madness (or should that be there is a madness in my method?) I then went and paid a visit to fellow competitor Rob Braune who lives in Portland, and has a Dyno Dynamics dyno.... So the car was unloaded, and put on the rollers, and a fair bit of time was spent optimising the tune etc, so now I have a baseline to compare new motor to. You'll have to wait for another instalment at a later date to see how that ends up...

# E30 RACING REPORTS

A few days later, I set about bolting the new bottom end together and took the head off the old motor, (which was rebuilt and ported late last season) so all I needed to do to the head was remove the camshaft, fit a freshly reground Wade control camshaft, clean up the gasket surfaces, and slide it over the ARP head studs and torque up as per ARP specs. The next task was to pull out the old bottom end and gearbox as a unit, which was pretty straight-forward in the driveway with a gantry and block and tackle.

The block was separated from the gearbox, and the flywheel removed and taken to a mate, who wrote a program for his CNC milling machine, lightened it as much as we were game. This was then bolted to the new bottom end, and wheeled out to the front of the car and bolted back onto the gearbox. Great - still on annual leave, 4 days to get the motor in and running, then back to the dyno to run in and tune before Phillip Island...so I thought.

Awoke the next morning to the sound of heavy rain on the roof, went outside to make sure tarp was still securely over motor, and waited for rain to stop, which eventually it did...on Thursday afternoon. So I went to work on the car again, getting the motor back in, and finally fired it up Friday morning, bled the cooling system, checked for leaks etc, then onto the trailer and headed off to Cowes for racing at Phillip Island the next morning.

Unloaded car at the track, weather was perfect, got everything ready, and waited for our turn to qualify, but wait, the car had travelled less than 100m on a new engine, so qualifying was also going to be running in the motor, so I short shifted all the way through qualifying, and coupled with an extremely oversteering car, made for a relatively slow qualifying time, but the engine felt pretty good. Race 1 saw me get a pretty good start, and I moved forward a few positions during the race, but car setup still left a little to be desired.

Some suspension adjustments were made after the race ( I still have full sized springs, no coil-overs, so less adjustable than all the other cars) and Sunday morning we were greeted with glorious weather once again. Race 2 saw me get another pretty good start, and there were close tussles all the way through the race, moved up a few more positions, managed to completely stuff up a gear change and hit 3rd instead of 5th gear after Southern Loop and buzzed the engine, glad I put ARP rod bolts in, and no adverse effects from it luckily. The car still has too much oversteer, but with no more things available to me to adjust, I just drove as best I could in race 3, and got up to 3rd place out of the E30s, and midfield overall, being hounded all the way by Bourkey who also had a new 9.7:1 motor in his car, I don't think there was more than 2 car lengths between us for the entire race, and in some points it was down to a couple of mm at most, but no contact at all.

So to sum it up, the racing was awesome all weekend, lots of very close racing, with a great bunch of friendly competitors (both E30 competitors, and IPRA competitors), and went away looking forward to Sandown the following month.

## Round 3, Sandown

### Geoff Bowles' Sandown Weekend

Practice on Friday was a complete waste in the wet given that it ended up being dry all weekend despite the threatening clouds. Qualifying was difficult with a drying track and lots of IPRA traffic making it hard to get a clear run, particularly the clown in the Mustang doing 1:55's.

Race 1 was interesting with all the fast IPRA cars that qualified poorly on the damp track blasting their way through and in Race 2 I had to work hard to keep Steve behind me.

Got a poor start in Race 3 and lost several places into Turn 1 but managed to get back to 4th by the end after Matt parked up the back.

Race 4 saw Matt blast through from the rear and I couldn't get past Steve until he had a little sideways moment out of Turn 4 on the last lap, which as it turned out cost him a share of second place for the weekend. Good to see so many cars and drivers being competitive.



PHOTO: ROB BRAUNE'S CAR

# E30 RACING REPORTS

## Alan Saint's Sandown Weekend:

A few weeks after Phillip Island, I loaded the car up, and headed down to Portland to Visit Rob Braune and his dyno, The car was setup on the dyno exactly as it had been on the last visit with the old motor, warmed up properly and then put through its paces, It actually had less power than the old motor to start with, due to me richening it up quite a bit to be safe at Phillip Island, but as it was tuned further, figures started to rise,

Everything was optimized, including adjusting cam timing etc and after quite some time, it now had a whopping 3rkwk more than the old motor! Not very much for the cost of building a new motor (to be fair, the torque is a little higher through the entire rev range though) I won't say the numbers, because all dynos read differently, and I was only interested in comparing old motor (which I still won a round with, so wasn't slow) and fresh, higher compression engine. During this period, I had also been investigating suspension options, as I feel I had reached the limit of the US spec E30 setup I had been running up to this point.

It has served me extremely well and would highly recommend it for anyone with a street/track E30, but is not as good as proper coil-overs. I ended up settling on Ground Control DA setup, and ordered them. Unfortunately I got notification that it had arrived in Melbourne customs on the Friday of the race weekend, so the old setup would have to suffice.

Qualifying was in the wet, and in a car that already oversteers a lot, this was entertaining to say the least. I qualified towards the rear of the IP grid, which put me around 2/3 of the way down the E30 racers.

Race 1, I got a good start, and made up a few places in the tricky conditions with some parts of the track quite wet, and other areas dry, some good close racing all the way through the field.

Race 2 got off to another good start, and moved forward a few places, then, with a few laps to go, I went to go into turn 1 outside "Hail Seizus" after outbraking him, but, I was probably a little too generous in the amount of room I left him, and out wide where I was, there still happened to be a damp patch, the car snapped sideways violently, and I ended up sliding over the curb, across the grass and most of the way to the fence. I gathered it up and headed back onto the track, but had dropped down to the rear of the field. I managed to make up a couple of places before the finish, but cost me valuable starting position places, and round points, oh well, these things happen.

Race 3 saw another good start, and after lots of close racing, worked my way up to 4th position of the E30 race cars, until on the last lap, I passed Matt who was rolling to a stop just after turn 1 with a broken gear selector rod, so I inherited 3rd place for the race! thanks Matt.

Race 4 saw my worst start for the weekend. Geoff Bowles got past me, and we were all bunched up through turns 1,2,3 and 4. Fortunately, I got a really good run out of turn 4 onto the back straight, which enabled me to get past both Geoff and "hail Seizus" and latch onto the back of Rob Braune, who had qualified second, and won every race.

Rob was being held up coming into the corners by a turbo Cordia, so I was hanging back a little through turns 1, 2, and 3 to try and get a run on Rob on the back straight, but to no avail. Meanwhile, Matt had stormed through from the back of the entire field to loom large in my mirrors for the last lap and a bit, a truly remarkable feat (and the You-tube footage shows how late he was braking etc) A great drive, Matt, to finish in 3rd (out of the E30s) right on my tail.

I'm glad it didn't go 1 more lap!

You-tube Footage can be found at:

<http://www.youtube.com/watch?v=Jnwu9noYsO4>

<http://www.youtube.com/watch?v=BeTsW0wM2Tg>

[http://www.youtube.com/watch?v=jOYEKq\\_1QxU](http://www.youtube.com/watch?v=jOYEKq_1QxU)



# BMWCCV ROUND 2 RESULTS - HAUNTED HILLS

## BMWCCV 2011 Motorsport Championships - Round 2 - Haunted Hills Hillclimb Sunday 3rd April 2011

BMW CCV 2011 Motorsport Championships - Round 2 - Haunted Hills - Class Results									
Outright Round 2 Position	Driver	Round 2 Clockwise Best times	Round 2 Clockwise Track Best times	Round 2 Overall Best times	Car	Class	Class Position Round 2	Round 2 Points	2011 Championship Points after Round 2
<b>Class D</b>									
6	Brian Cooper	01:10.47	01:03.67	02:14.14	e36 325	D	1	9	9
9	Richard Batchelor	01:12.39	DNS	DNF	3.0csi	D	2	8	8
<b>Class E</b>									
2	Andrew Hall	01:04.20	00:58.62	02:02.82	BMW '10 E92 M3	E	1	10	19
7	David Carver	01:09.92	01:02.55	02:12.47	e36 M3	E	2	9	9
7	James Waldie	01:11.43	01:06.61	02:18.04	M3	E	3	8	8
<b>Class G</b>									
6	Brian Bourke	01:09.72	00:59.89	02:09.61	e30 racecar	G	1	9	15
4	Stan Armstrong	01:08.55	DNS	DNF	e30 racecar	G	2	8	8
<b>Class H</b>									
1	Peter Fitzgerald	01:03.76	00:57.59	02:01.35	135i	H	1	9	9
3	Christian Fitzgerald	01:05.97	00:58.59	02:04.56	135i	H	2	8	8
<b>BMW CCV 2011 Motorsport Championships - Round 2 - Haunted Hills -Outright Results</b>									
Outright Round 2 Position	Driver	Round 2 Clockwise Figure-8 Best times	Round 2 Clockwise Track Best times	Round 2 Overall Best times	Car	Class	Class Position Round 2	Round 2 Points	2011 Championship Points after Round 2
1	Peter Fitzgerald	01:03.76	00:57.59	02:01.35	135i	H	1	9	9
2	Andrew Hall	01:04.20	00:58.62	02:02.82	BMW '10 E92 M3	E	1	10	19
3	Christian Fitzgerald	01:05.97	00:58.59	02:04.56	135i	H	2	8	8
4	Brian Bourke	01:09.72	00:59.89	02:09.61	e30 racecar	G	1	9	15
5	David Carver	01:09.92	01:02.55	02:12.47	e36 M3	E	2	9	9
6	Brian Cooper	01:10.47	01:03.67	02:14.14	e36 325	D	1	9	9
7	James Waldie	01:11.43	01:06.61	02:18.04	M3	E	3	8	8
8	Stan Armstrong	01:08.55	DNS	DNF	e30 racecar	G	2	8	8
9	Richard Batchelor	01:12.39	DNS	DNF	3.0csi	D	2	8	8
	Phil Treloar	01:05.47	00:58.59	02:04.06	Porsche 996 911	I			
	Aaron Ireland	01:07.83	01:00.02	02:07.85	Porsche 911sc	I			
	Melanie Treloar	01:14.99	01:08.13	02:23.12	Porsche Boxter	I			
	Dan Birt	01:15.69	01:06.38	02:22.07	Smart Brabus 44	I			
	Matthew Stopas	01:01.80	DNS	DNF	Porsche 996 GT3	I			
	Manny Mezzasalma	01:04.39	DNS	DNF	Porsche 993	I			
	Jeremy Taylor	01:05.10	DNS	DNF	Nissan 200sx	I			
	John Austin	01:05.62	DNS	DNF	Peugeot	I			
	Andrew Trianafyllos	01:06.41	DNS	DNF	Nissan GTR	I			
	Greg Calmer	01:07.58	DNS	DNF	Nissan s13	I			
	Sam Zimble	01:07.58	DNS	DNF	Misubishi Evo 6	I			
	Dean Taylor	01:09.35	DNS	DNF	123d	I			
<b>BMW CCV 2011 Motorsport Championships - Final Championship Positions after Round 2</b>									
Outright YTD Position	Driver	Round 1 Best times	Round 2 Best Overall times	Car	Class	Round 1 Points	Round 2 Points	2011 Championship Points after Round 2	
3	Andrew Hall	01:06.1	02:02.82	BMW '10 E92 M3	E	9	10	19	
4	Brian Bourke	01:12.1	01:12.09	e30 racecar	G	6	9	15	
1	Matt Walsh	01:07.4	DNS	BMW 94 M3	H	10		10	
1	Oliver Lindsaar	01:09.4	DNS	e30 racecar	G	10		10	
6	Brian Cooper	DNS	02:14.14	e36 325	D		9	9	
5	David Carver	DNS	02:12.47	e36 M3	E		9	9	
3	Geoff Bowles	01:09.7	DNS	e30 racecar	G	9		9	
3	John Magar	01:10.3	DNS	BMW 135i	H	9		9	
1	Peter Fitzgerald	DNS	02:01.35	135i	H		9	9	
6	Andrew Brien	01:10.3	DNS	BMW 83 325i	G	8		8	
3	Christian Fitzgerald	DNS	02:04.56	135i	H		8	8	
7	James Waldie	DNS	02:18.04	M3	E		8	8	
6	Marcin Moszcynski	01:09.5	DNS	BMW 86 M3	E	8		8	
9	Richard Batchelor	DNS	DNF	3.0csi	D		8	8	
6	Simon Latimer	01:13.1	DNS	BMW 89 M3	H	8		8	
8	Stan Armstrong	DNS	DNF	e30 racecar	G		8	8	
9	Luke Curran	01:11.0	DNS	e30 racecar	G	7		7	

# E30 RESULTS ROUND 2 - PHILLIP ISLAND

## BMW E30 RACING – 2011 CHAMPIONSHIP

Round 2 – Phillip Island ( April 16th - 17th )

Car No:	Competitor	Race 1		Race 2		Race 3		Qualifying Fastest Lap	Race Total	Round Points	Round Position	Cumulative Total	Current Position
		Pos	Pts	Pos	Pts	Pos	Pts						
<b>E30 Racing</b>													
89	Robert Braune	1	25	1	25	1	25	1:56.1093	75	25	1	70	1
43	Matt Martin	2	22	2	22	2	22	1:56.1064	66	20	3	58	2
66	Anton Bergman	3	20	3	20	5	16	1:57.9214	56	18	4	30	6
34	Brian Bourke	4	18	4	18	4	18	1:57.5132	54	16	5	36	5
54	Alan Saint	8	13	5	16	3	20	1:59.6737	49	14	7	39	3
18	Steve Seizis	5	16	6	15	8	13	1:59.1998	44	12	9	39	3
12	Stan Armstrong	6	15	7	14	6	15	1:58.0114	44	12	9	28	7
64	John Angiolella	9	12	8	13	7	14	2:01.5509	39	10	11	22	11
41	Simon Lyne	7	14	DNF		DNF		1:59.2948	14	9	13	24	8
20	Sean Bell	DNS		DNS		DNS		1:58.1827				19	12
<b>E30 Guests</b>													
#N/A	#N/A	2	22	1	25	1	25	1:58.7302	72				
20	Anthony D'Anna	1	25	DNF		2	22	DNQ	47				
<b>Audi Quattro</b>													
24	Simon O'Keefe	1	25	DNF		1	25	1:58.5829	50				
2	Wayne Dekker	2	22	DNS		DNF		2:01.4893	22				

Car No:	Competitor	Fastest Lap ( information only )			Personal Best Lap
		Race 1	Race 2	Race 3	
<b>E30 Racing</b>					
89	Robert Braune	1:56.7378	1:55.2671	1:55.1183	1:55.1183
43	Matt Martin	1:56.0336	1:54.6367	1:56.1417	1:54.1212
66	Anton Bergman	1:57.7327	1:55.9359	1:56.1364	1:55.6875
34	Brian Bourke	1:58.0548	1:56.0824	1:57.2226	1:56.0824
54	Alan Saint	1:58.7845	1:56.9351	1:57.1974	1:56.9351
18	Steve Seizis	1:57.6321	1:57.0058	1:58.4359	1:57.0058
12	Stan Armstrong	1:57.4172	1:56.7499	1:58.7861	1:56.7499
64	John Angiolella	1:58.4388	1:59.6268	1:59.9398	1:57.9639
41	Simon Lyne	1:59.4366	1:57.3063		1:57.9639
20	Sean Bell				1:58.0698
<b>E30 Guests</b>					
#N/A	#N/A	2:00.2153	1:56.7508	1:58.7832	1:56.6752
20	Anthony D'Anna	2:00.4414	2:16.4097	1:59.5262	
<b>Audi Quattro</b>					
24	Simon O'Keefe	2:00.1397	2:13.7653	1:59.1705	1:59.1705
2	Wayne Dekker	2:02.9009		2:01.6375	2:01.6375

Current Lap Record: **1:54.1212**  
Set by: **Matt Martin**

## BM's 'R US Auto Parts

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[www.bmsrus.com](http://www.bmsrus.com)



# E30 RACE RESULTS - ROUND 3 - SANDOWN

## BMW E30 RACING – 2011 CHAMPIONSHIP

Round 3 – Sandown ( May 14th - 15th )

Car No:	Competitor	Race 1		Race 2		Race 3		Race 4		Qualifying Fastest Lap	Race Total	Round Points	Round Position	Cumulative Total	Current Position
		Pos	Pts	Pos	Pts	Pos	Pts	Pos	Pts						
<b>E30 Racing</b>															
89	Robert Braune	1	25	1	25	1	25	1	25	1:39.3833	100	25	1	70	1
24	Geoff Bowles	3	20	3	20	4	18	4	18	1:39.9864	76	18	4	18	13
54	Alan Saint	4	18	8	13	3	20	2	22	1:41.6300	73	15	6	39	3
18	Steve Seizis	5	16	4	18	2	22	5	16	1:41.5933	72	14	7	39	3
43	Matt Martin	2	22	2	22	DNF		3	20	1:37.7299	64	13	8	58	2
77	David Levy	9	12	5	16	5	16	7	14	1:45.0206	58	12	9	24	8
64	John Angiolella	6	15	7	14	7	14	6	15	1:43.5172	58	12	9	22	11
50	Gary Pearce	7	14	6	15	6	15	10	11	1:41.1784	55	10	11	24	8
34	Brian Bourke	8	13	10	11	8	13	8	13	1:43.9652	50	10	12	36	5
20	Sean Bell	10	11	9	12	9	12	9	12	1:45.3246	47	9	13	19	12
<b>E30 Guests</b>															
41	Stan Karatzis non-spec	1	25	1	25	1	25	DNS		1:42.2377	75				
<b>Audi Quattro</b>															
17	Simon O'Keefe	1	25	1	25	1	25	1	25	1:38.1122	100	25	1		
2	Wayne Dekker	2	22	2	22	2	22	2	22	1:45.8502	88	20	3		

Car No:	Competitor	Fastest Lap ( information only )				Personal Best Lap
		Race 1	Race 2	Race 3	Race 4	
<b>E30 Racing</b>						
89	Robert Braune	1:29.4899	1:28.6218	1:28.7693	1:30.2117	1:28.6218
24	Geoff Bowles	1:30.4553	1:31.2355	1:30.7363	1:30.4190	1:29.2433
54	Alan Saint	1:31.7284	1:32.0801	1:30.5694	1:30.5402	1:30.5402
18	Steve Seizis	1:31.9870	1:31.3180	1:30.1536	1:30.3543	1:30.1536
43	Matt Martin	1:29.6601	1:28.9447	1:29.8775	1:28.8919	1:28.0389
77	David Levy	1:33.2323	1:32.3484	1:30.9559	1:32.2392	1:29.5659
64	John Angiolella	1:32.3401	1:33.4390	1:31.1722	1:30.6299	1:30.4566
50	Gary Pearce	1:32.9076	1:32.9978	1:31.3416	1:32.0808	1:29.8722
34	Brian Bourke	1:33.0329	1:32.5794	1:31.1895	1:31.8947	1:31.1895
20	Sean Bell	1:35.0253	1:33.1960	1:31.3789	1:31.5804	1:30.4370
<b>E30 Guests</b>						
41	Stan Karatzis non-spec	1:30.1553	1:31.1112	1:28.5391		1:27.8078
<b>Audi Quattro</b>						
17	Simon O'Keefe	1:31.5008	1:32.5806	1:31.5574	1:31.1273	1:31.1273
2	Wayne Dekker	1:37.1607	1:37.8973	1:35.0609	1:33.9307	1:33.9307

Current Lap Record: **1:28.0389**  
Set by: **Matt Martin**

# WELCOME ALL NEW MEMBERS

Helen & Darren Green	M3	2010
Daniel Melone	M3 pure edition	2011
Steve Matsoukas	X6 M	2010
Andrew Heggie &	Mitsubishi Magna	2001
Andrew Heggie Snr	Range Rover	2009
Heath Moore	M3	2008
Elky Hon &	E90 325i	2006
Adam Farrelly	E36 323i	1996
	E21 323i	1983
Andrew Costen	2002 tii	1973
	125i	2008
Tony La Vella	M3	2003
Timothy Lee	125i coupe	2009
Trevor Round	323i	1985
Robert Harding	M528i	1984
	318is	1993
	323i	1981
Duncan Robertson	528i	1977
	528i	1980
Charlie Federico	318i	1980
Garry Lynch	M6 coupe	2006
Renato Liucci	E21 323i	1981
Callum Fitzgerald &	E46 318i	1999
Patrick Hunter		
Ruotian Yang	E46 sedan	1998
	E30 Baur Cabrio	
Ian Duffy	318i	1986
Ronnie Schwarz	325i	2008
Keith Stephens	530i	2001
	330ci (conv)	2001

## WELCOME TO ALL NEW MEMBERS

For all Membership enquiries please contact Wendy Eime at [membership@bmwccv.com.au](mailto:membership@bmwccv.com.au)

## MEMBER SERVICES DIRECTORY

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Tel: 9268 2266

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Tel: 8699 2888  
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Tel: 9521 2121 Contact:  
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Tel: 9889 1866 Contact:  
Warwick Jolly (New & Used Cars)  
Adam White (Parts) Gilbert Nayna (Service).  
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BRIGHTON BMW  
363 Nepean Highway, BRIGHTON 3186  
Tel: 9524 4000 Contact:  
Tony White (New Cars) Nick Bishoff (Used Cars) Ashley Sprague (Service) Tom Monk (Parts). Trade prices on parts.  
[www.brightonbmw.com.au](http://www.brightonbmw.com.au)

DONCASTER BMW  
812-814 Doncaster Road, DONCASTER 3108  
Tel: 8848 0000  
Contact: Peter Kaiser (Service); Nick Barret (Parts); Anthony Roberts or Sam Roupas (Sales)

62 Enterprise Dve, Bundoora 3083  
Tel: (03) 9468 8000  
Contact: Andrew Stebbins (Service); Dean Reid (Parts); Chris Ritzka (Sales)  
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[www.doncasterbmw.com.au](http://www.doncasterbmw.com.au)

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212-224 LaTrobe Tce (cnr Gordon Ave), GEELONG 3220  
Tel: 5221 2111 Contact: Campbell  
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BALLARAT BMW  
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**Ken Lee**  
Tel: 9366 6863

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