2011 Issue 126

Top Marque

BMW Club

BMW Car Club
Victoria

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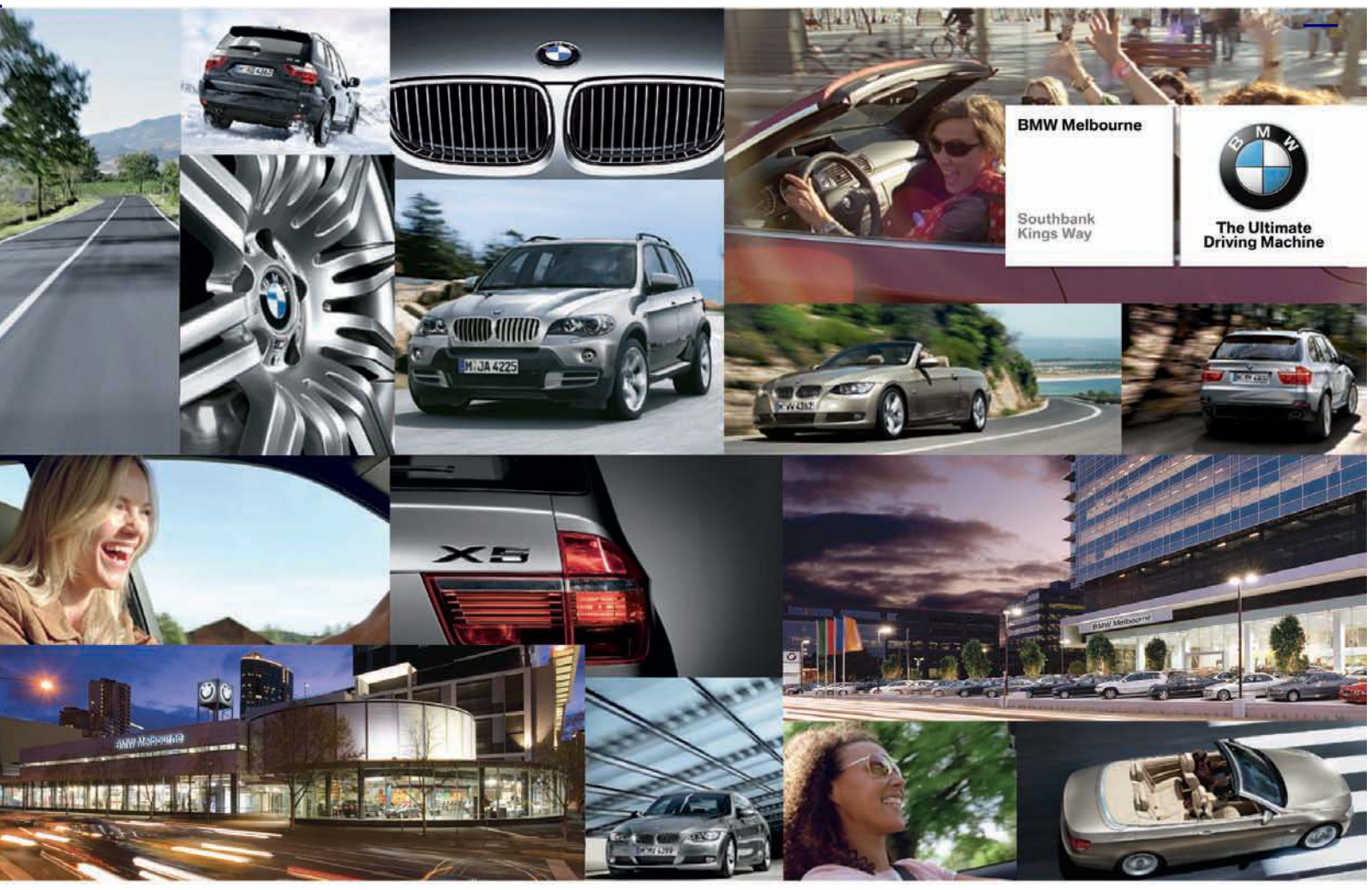

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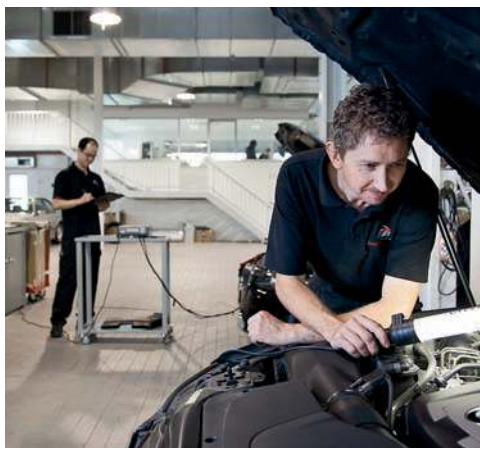

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FRONT COVER:
Andrew Cook's 1990 318is
Photo by Ian Curry

Journal of the BMW Car Club of Victoria Inc.
Issue No. 126
Publisher:
BMW Car Club of Victoria Inc.
Reg. No. A0045268J

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

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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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MEMBER OF THE INTERNATIONAL COUNCIL OF BMW CLUBS

COMMITTEE PROFILE

Name: Scott Muir
Position: President

Daily Drive: Alpina B10 3.5

Favourite BMW and why:
So many to choose from… Not strictly a BMW as Alpina is an independent manufacturer in their own right, but 1st prize goes to the Alpina B10 BiTurbo 89-94.
Why? When it comes to performance sedans, it rudely snatched, then burnt the rulebook & peed on its ashes. As a four door sedan it destroyed many of the best that super car manufacturers could produce at the time in both top speed & acceleration & gave nothing away in handling.

What do you do for a living?
Managing director at Waters Co Australia

If you could have any car in the world what would it be and why?
Not a fair question. I am building, albeit very slowly what I hope to be the best collection of Alpina cars in the southern hemisphere. (I have a long way to go having only 2 thus far)

Are you a Top Gear or 5th Gear fan?
Top Gear (No offence to 5th gear they just have rubbish marketing)

Do you have any pets?
Cat 'Deckard' Named after Harrison Ford's role in Blade Runner

Greatest road or track ever driven:
My favourite run is up to Falls Creek. Some of the best roads around! Favourite track is the only one I've driven thus far, Phillip Island. Short of Bathurst or the Nurburgring I think it will be pretty hard to top.

Where would you like to drive if you haven't yet?
Bathurst or the Nurburgring Nordschleife,

Ideal way to spend a Weekend (hobbies)?
Can it be a long weekend?
Day 1: Sailing,
Day 2: Snowboarding,
Day 3: Track day

Favourite event on the BMWCCV Calender:
Phillip Island track day

Best car collection you have seen?
In Australia, Bowden's

Favourite Colour
Alpina Blue

Hobbies?
Cars, djing, sailing, snowboarding, movie buff

Any special talents?
I was a professional dj in clubs, on radio & dance parties for 15 odd years.
Oh & I can dislocate my thumb (Standard weird one)

Is there any particular motorsport you enjoy watching? (Club, F1, V8's etc)
I'd love to see more of the European GT & sedan championships. Unfortunately, it doesn't get much coverage here.

PRESIDENTS REPORT

Scott Muir

The first role of any incoming president should be to acknowledge the efforts & contributions of those that have come before him/her. We all owe a huge amount of gratitude to our caretaker president Oliver Lindsaar, who has truly gone above & beyond, under difficult circumstances & trying times.

Additionally, I would like to thank the outgoing committee members for their contributions, dedication & commitment to helping to make this a great club by any standard. I have had many say that these roles can be thankless & that we must be a little crazy for doing what we do. In response to that, is one my favourite sayings, 'Well, you've got to have a hobby'. We have such a fantastic team in our current committee & many of those on board again this year have been so for many a year, most well before my time with the club.

I would like to draw attention to Tony Whelan, whom for many years has donned the cap of Public Officer & Secretary of the club. Tony has done this task with grace & dignity, always reminding those around him why we are really here. One of the last actions of the outgoing committee was to unanimously vote & bestow a well-deserved Lifetime Member award to Tony in recognition of his efforts. I would like to personally thank Tony & congratulate him on this well deserved honour & to also recognise those that have come before him & their efforts that have helped this club see its way though 30 plus years.

I would also like to congratulate Rodney Bateman on being awarded Member of the Year for 2010 & his new appointment as our club Vice President (1700's Press Gang style recruitment). I have enjoyed getting to know Rodney over the last couple of years. He has a great deal to offer & I look forward to working with him as well as the rest of the committee.

Our current committee members. Some of you may know us well & many may not, so we will endeavour to become better acquainted. As such, we will all be submitting a little profile in this edition so you know who we are.

Change

Among many challenges we face is change. This is a touchy subject to many, as in the past change has not always been successful. However one thing we all understand is, this time in history in which we find ourselves is one of great change & unparalleled advancements in technology & also the distribution of information. One of the few changes in recent times was the addition of an email-marketing platform, which we hope will make it easier for us to communicate with you & distribute information regarding upcoming events. Using this tool, although still in its infancy, we can give you much greater insight into what's coming up in an entertaining & organised format.

Events

We recently held an away meeting at the training facility at BMW Group Australia Headquarters. We are indeed fortunate to have access to this facility right on our doorstep. The event was a great success & we would like to thank BMW GA & in particular Erin Burl (Corporate Communications) for being a fantastic hostess & rallying the troops to make for an entertaining & informative evening.

We will continue to meet monthly at the Bruce County Hotel. This will be livened up a little more this year with more regular guest speakers to entertain & educate, along with lucky door prizes. So make sure you make the effort to attend when possible. Drive days & lunches: We will continue to hold drive days exploring our great state & wonderful roads/scenery & lunch will be on us for the lucky few that RSVP early for these events. This is just one of the many initiatives we have implemented to add greater value to your club membership.

Motor sports will continue to provide great days out so that you can really experience the capabilities of your car, plus the educational driver training days, to increase your level of driving skills; great for enthusiasts & everyday drivers alike. There will also be many more away meetings at various locations, which have proven to be extremely popular in the past. So stay tuned & we hope to see you soon. In a time when we all seem to be time poor, it is our hope that we can provide a little relief from the everyday, where you can escape to the passion of cars & the comradeship of fellow enthusiasts. We will continue to strive to offer you greater value as members & friends.

Although I am still a reasonably young member of the club (around 4 years) I have been an enthusiast of the marque since the early 90's & owner of BMW's since 96. I have received a few comments to congratulate me on my new role within the club & I can only hope to live up to those that have come before me. I will rely on the wisdom & experience of our committee members in keeping with the tradition of the club whilst endeavouring to keep with the times.

We also welcome feedback & support from fellow members.

BMW ALPINA GT3

ALPINA drivers Margaritis and Lunardi set to increase their ADAC GT Masterschampinship lead The tension in the ADAC GT Masters is building up, when the ultra-competitive German series travels to the Netherlands this weekend. The famous TT circuit in Assen will host the penultimate round of the season, that may bring a preliminary decision in the championship fight. ALPINA-drivers Alexandros Margaritis (GR) and Dino Lunardi(F) in the BMW ALPINA B6 GT3 entered by the LIQUI MOLY Team Engstler are in the Pole Position in the title chase. The two ALPINA-drivers are currently in the championship lead and are 17 points ahead of their closest pursuers, Ferdinand and Johannes Stuck in a Lamborghini Gallardo.

The gap of 17 points is solid, but there are still four races to go. Margaritis/Lunardi both know that taking points is crucial in this stage of the championship and want to increase their lead as much as possible before the final round in Hockenheim in October.

“A lot can still happen during these four races. But I’m very optimistic, as the track in Assen and in Hockenheim should suit our BMW ALPINA”, Lunardi says. The TT Circuit in Assen is new ground for former DTM-driver Margaritis and also for Lunardi. „I have never raced at Assen, but our engineers told me that in the past the BMW ALPINA was very quick there“, Margaritis said about the track in the Netherlands, which belongs to the fastest tracks of the ADAC GT Masters-season.

The second BMW ALPINA B6 GT3 of the LIQUI MOLY Team Engstler will be driven by Florian Spengler, who already gathered experience in Assen in touring cars. The teammate of Spengler for the Dutch round has yet to be confirmed. „We were always very quick in Assen“, Andreas Bovensiepen, ALPINA managing directorand head of motorsport, recalls. „With our great tactics in the last race, we scored a good amount of points without having success ballast in the car. So we travel with a light BMW ALPINA to the Netherlands. If we are doing good in practise and qualifying, I suppose that we have fair chance for another podium finish.“

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E92 M3, LAST OF THE TRUE M CARS...

Our most recent addition to the family is a 2011 E92 M3 finished in Monte Carlo blue with the carbon fibre roof, competition pack black rims and a blacked-out kidney grill. Sadly there are many including me who think of this as the last proper M car BMW will make. You might wonder what I mean by that. Quite simply I'm referring to BMW's decision to start turbo charging M cars (as well as other blasphemous acts such as the X5 M), something they said would never happen as a real M car has a high revving naturally aspirated engine. Having owned the big brother to the E92 M3, the E60 M5 of which the E92 uses a modulated version of the V10 engine as it's V8 powerplant, this is something that will be sorely missed. There are very few experiences quite like revving such tuned engines to their 8250+ RPM red-lines, something they are happy to do over and over again.

Although I've spent very few of the 3000km's that are currently on the clock, I have already forged some very strong opinions of the strengths and weaknesses of the car. The first of which I'm not sure which side it falls on, as a strength or a weakness. I'm talking about the stop/start function. For those of you unfamiliar which this function, many modern cars now possess this where the car switches off when you stop in traffic (such as a red light) and then starts up again as you get ready to move off. I question whether this actually saves any fuel or emissions on a normal car but adding to an M3, really? It becomes further ridiculous when the feature (if you can call it that) only works when the car is in Automatic mode. How many M3 owners actually spend any significant amount of time driving the car in Auto? From personal experience it's usually only when I'm doing something that I shouldn't be doing while driving such as eating or drinking. Secondly it only keeps the car off for about 2 minutes and only if the car has moved more than a little bit, so it becomes a little useless in peak hour (presumably what it is designed for) and during extra long traffic light cycles. I'm sure even the hippies would agree with me here.

The M-DCT gearbox is a brilliant piece of engineering but without sounding like I'm just trying to find things to complain about, it's almost too smooth. You can barely feel the gear changes and because the engine is way too quiet (something BMW really have to learn to rectify, if I buy a V8 or V10, part of the reason is I like the sound a car engine makes) you sometimes end up driving in a much lower gear than needed because you forget to change if you don't watch the display to see which gear you're actually in. Although many complained about the SMG generation gearboxes, I quite liked feeling the gear change as superficially it gave me the feeling I was driving a little (I know all you purists will disagree and say only a proper manual can do that). Another thing is although the brakes are adequate, they could have more than 1 piston for increased stopping power, I've never understood this especially when the 135i has 6 piston calipers!

One thing that seems to plague the modern sports car, and the M3 isn't any different, in fact it's probably much worse, is the plethora of settings you can or sometimes need to change to get the car working as you want. Yes I know BMW's argument is that you set the car up how you like using the M button and then you press that every time you get in but I find that a complete crock. I like my M button set up to full hardcore track mode for whenever I please but 95% of the time I do not want to drive the car like that but I would like the Power Button to be on and EDC to it's firmest setting. It would be great if the car just remembered this everytime I got in it!

One thing I can't complain about is that brilliant engine (well I can, it could really use a little more low end torque). There are things that only an M car do right such as having the paddles attached to the steering wheel (not the column like most sports cars) and giving the option of shifting the gears via a stick that is configured the correct way around, forward for downshift and back for upshift, something Audi can't seem to understand in it's RS5. I fear another one of those things was the naturally aspirated engine as it joins the ranks of Merc and Audi with forced induction. I hope one day things return to their correct order once the environmental Greenie movement stops forcing manufacturers to dull down true sports cars. I'm sure the F10 M5 will be brilliantly fast and handle great, but it will never live up to the howls of M cars past.

Marc Warshall
mwarshall@hotmail.com

COMMITTEE PROFILE

Name: Phil Logan
Position: Treasurer

Daily Drive: Company Falcon
Favourite BMW and why: I have many favourites but the best are the ones you get to drive. I've owned E30 M3 and currently have a E36 M3

What do you do for a living? Manager of an agency which provides transition and employment placement services
If you could have any car in the world what would it be and why: Difficult question but a 1M would make me very happy, practical and I'd be very quick.

Are you a Top Gear or 5th Gear fan? Top Gear

Do you have any pets? Not at the moment but have had both a cat and dog

Greatest road or track ever driven: Phillip Island and Baskerville in Hobart

Where would you like to drive if you haven't yet? Germany and particularly the Nurburgring

Ideal way to spend a Weekend (hobbies)? Motor Sport and watching my son play footy.

Favourite event on the BMWCCV Calender: Phillip Island.

Favourite Holiday Destination: Any where fast and exciting.

Best car collection you have seen? George Hetrel at Como Gardens, The Basin Victoria

Any special talents? A positive, half-glass-full outlook on life and strong interest in helping people get their life back on track

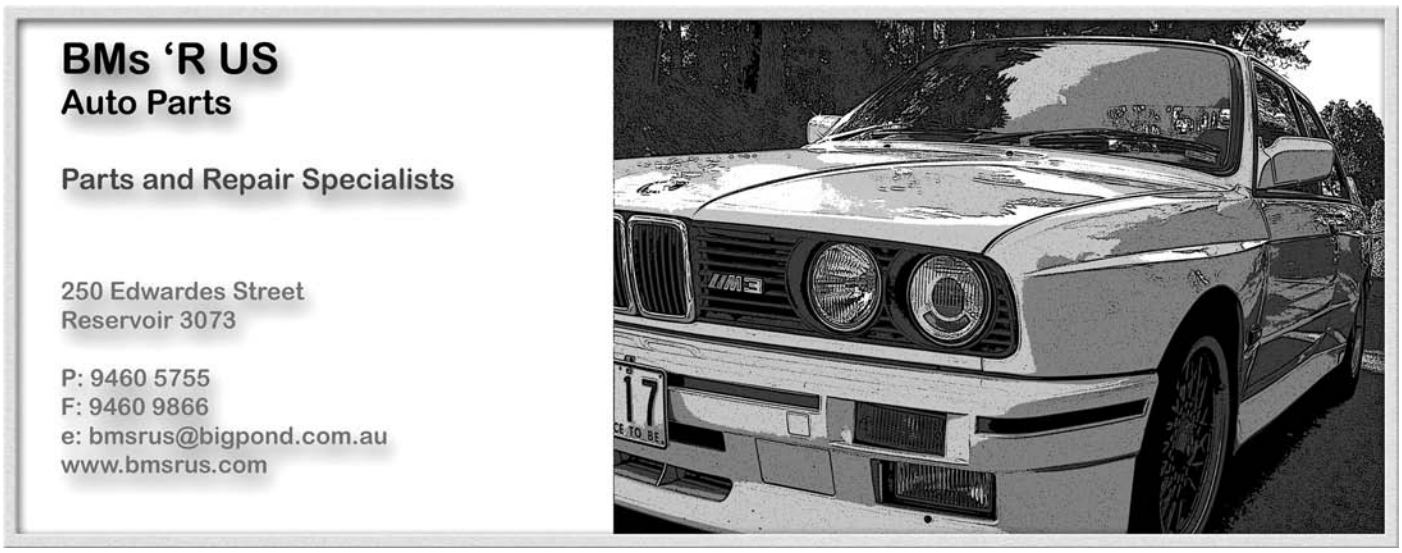
Is there any particular motorsport you enjoy watching? I'm a tragic, I'll watch the lot

Favourite Quote: You catch more bees with honey than vinegar

Favourite Colour: yellow

Hobbies? cars, Collingwood and Highett football clubs, live music

Have you met anyone famous? Prince Charles (in his Di days), Kevin Rudd (when he was PM)



BMW M3 CRT

Carbon Racing Technology: BMW M GmbH factory produces a limited-edition high-performance sports car based on the BMW M3 Saloon – Innovative use of carbon-fibre reinforced plastic minimises weight – Weight-to-power ratio: 3.5 kilograms per horsepower.

BMW M GmbH will use the M Night event in the lead-up to the Nürburgring 24-hour race to unveil a spectacular new addition to its model range. The BMW M3 CRT (Carbon Racing Technology) embodies a concentrated blend of state-of-the-art development expertise – inspired directly by motor sport – in the areas of drive system and chassis technology and intelligent lightweight design. It also represents the worldwide debut of a new production process for carbon-fibre reinforced plastic (CFRP) components in the automotive industry. This process allows CFRP to be introduced widely in the construction of the high-performance BMW M3 Saloon-based sports car created by the BMW M GmbH factory. And that helps it achieve a weight-to-power ratio of 3.5 kilograms per horsepower. A V8 engine with customary M high-revving characteristics and maximum output of 331 kW/450 hp accelerates the BMW M3 CRT from 0 to 100 km/h in just 4.4 seconds.

The BMW M3 CRT will be produced by the BMW M GmbH factory in a limited run of 67 units. Following in the tyre tracks of the BMW M3 GTS – of which 135 examples were produced – this is the second small-series, high-performance M3 off-shoot to be bred for the race track but registered for the road. The exclusive character of the Saloon is emphasised by bespoke lightweight design components manufactured as part of an innovative production process. The bonnet of the BMW M3 CRT and the bucket seats for the driver and front passenger are made from a cellular carbon honeycomb, which is produced in a globally unique process pioneered for the manufacture of body components for the BMW i3 and BMW i8 models.

Innovative manufacturing process for lightweight CFRP components.
These new models – due to enter volume production in 2013 and equipped with innovative electric and BMW Active-Hybrid drive system technology – will feature a body consisting entirely of CFRP in the passenger cell area. In a new development, the production process introduced for this purpose enables the cuttings left behind in the construction of the body to be reprocessed.

The basic material (made up of carbon fibre thread) can now be woven into CFRP mats of any size before being impregnated with synthetic resin and hardened in a similar way to the material used in the body of the BMW i3 and BMW i8. For the BMW M3 CRT this allows the creation of a bonnet made from two CFRP mouldings encasing an aramid honeycomb structure. This construction imbues the bonnet with the strength of a conventional steel equivalent, but at roughly a quarter of its weight. The weight saving over the aluminium bonnet of the standard BMW M3 Saloon is around 50 per cent.

The material produced through this innovative manufacturing technology is also used for the car's bucket seats. Here, the CFRP layers are wrapped around a recycled-paper honeycomb, with a carbon layer made using conventional production technology added to visible areas. CFRP is also used to make both the rear spoiler of the BMW M3 CRT and an air-channelling element integrated into its front apron.

This innovative manufacturing process opens up considerable potential for increased use of CFRP in series-produced cars as a means of lowering weight. The BMW Group is leading the way in this area of automotive construction, while BMW M GmbH can call on extensive racing expertise when it comes to intelligent lightweight design. The BMW M3 CRT is the latest in a fine tradition of highly exclusive high-performance sports cars optimised with the help of lightweight design. This lineage stretches back to the BMW 3.0 CSL of the 1970s and reached another high point in 2002 with the BMW M3 CSL. BMW M GmbH also broke new ground with the use of CFRP in series-produced vehicles; like the BMW M6 produced up to 2010, the current BMW M3 Coupé comes as standard with a roof made from carbon-fibre reinforced plastic.

Significant weight reduction despite generous standard equipment.
The low-weight construction of the BMW M3 CRT is enhanced by sound-proofing configured specially for the new variant and a sports exhaust system with an extremely lightweight titanium muffler. Also unique to the CRT are the two individual rear seats, which take their cues from the lateral support-enhancing contours of the front seats.

Included in the standard specification of the BMW M3 CRT are the M double-clutch transmission with Drivelogic, Navigation system Professional, BMW Individual High End audio system, a light, exterior mirror and luggage area package, an alarm system and Park Distance Control with sensors at the front and rear of the car. Despite this extremely generous selection of standard kit, its DIN unladen weight of 1,580 kg undercuts that of the standard BMW M3 Saloon by around 45 kg. When you take into account the equipment on board the weight saving is more like 70 kg. Added to which, cleverly reducing the load at the front of the car raises the proportion of the car's weight over the rear axle to 48.4 per cent, which has an extremely positive effect on agility.

BMW M3 CRT

High-revving V8 engine with extra power; M DCT Drivelogic.
Under the CFRP bonnet of the BMW M3 CRT lies a variant of the V8 engine developed exclusively for the BMW M3 with further increased displacement, output and maximum torque. The high-revving unit provides the linear power delivery you expect from an M car and a highly responsive performance profile honed by the demands of the race track. Tuned for the BMW M3 GTS, the eight-cylinder engine develops 331 kW/450 hp from its 4,360 cc displacement.

Maximum output is reached at 8,300 rpm, and the driver will find peak torque of 440 Newton metres on tap at 3,750 rpm. Helping to give the engine its intoxicating performance is wizardry derived directly from motor sport, including a bedplate crankcase construction in a special aluminium-silicon alloy, individual throttle butterflies, a knock control system with ion current technology and a dynamically-optimised wet sump oil supply.

Transferring the engine's power to the rear wheels is the M doubleclutch transmission with Drivelogic developed for the BMW M3. The seven-speed M DCT Drivelogic unit also works according to a principle developed in motor sport, allowing an uninterrupted flow of power through gear changes to deliver extremely dynamic acceleration. Its shift characteristics have been tuned specially for the engine powering the BMW M3 CRT. Shift paddles on the steering wheel allow the driver to change gear manually with optimum ergonomics. And a Launch Control function is on hand to generate maximum acceleration off the start line.

Special chassis construction with race-bred technology.
Expertise from race competition also makes its presence felt in the chassis technology of the BMW M3 CRT. The BMW M3 Saloon's front and rear axle construction has been enhanced by a rigid rear axle subframe and coilover suspension whose dampers are individually adjustable in their compression and rebound. The sixpiston, fixed-calliper high-performance brakes of the BMW M3 CRT boast a low-weight compound construction. The vented brake discs measure 378 x 32 millimetres at the front axle and 380 x 28 millimetres at the rear. The new M3 variant also uses Stahlflex brake lines and model-specific comfort brake pads.

The specially tuned DSC (Dynamic Stability Control) system – including ABS and M Dynamic Mode (MDM) – responds to both the greater dynamic potential of the BMW M3 CRT and its optimised axle load distribution. Meanwhile, the 245/35 R 19 front tyres and 265/35 R 19 rears (fitted on 19-inch M light-alloy wheels in Y-spoke design) ensure the engine's acceleration and braking power is transferred to the road with maximum impact. The electronic engine management of the BMW M3 CRT caps its top speed at 290 km/h.

The exclusive Frozen Polar Silver metallic exterior paint shade in combination with Melbourne Red metallic applications and special treatment for the BMW kidney grille also help to set the BMW M3 CRT apart from the standard M3. Inside, the Saloon comes with likewise exclusive door sill strips, door panels and trim strips in aluminium grain structure.

Completing the distinctive ambience inside the high-performance Saloon are the Alcantara-covered M steering wheel, which has an M Drive button allowing the driver to call up his preferred set-up instantly, and special Sakhir Orange and Black bi-colour covers for the front and individual rear seats.

BMW PRESS CLUB

THE NEW ZEALAND FESTIVAL OF MOTOR RACING

CELEBRATING BMW MOTORSPORT. What more could a BMW enthusiast ask for?! Two consecutive weekends of BMW-orientated motorsport at New Zealand's newest circuit, Hampton Downs!

Some history ... New Zealand has a rich motorsport past. Think of high-profile names Bruce McLaren, founder of the current McLaren-Mercedes F1 Team, constructor, racer, engineer and F1, Le Mans and CanAm winner with his fearsome Chevrolet-powered cars; Denny Hulme, F1 World Champion in 1967 with Brabham and also a CanAm winner with McLaren; Chris Amon, arguably the best driver never to win a F1 championship race, Le Mans winner for Ford with Bruce McLaren in 1966, Ferrari, March, Matra works driver and BMW touring car driver. Add Howden Ganley (works F1 BRM driver), Scott Dixon (current Indy champion, Possum Bourne (world rallying), the current and past crops of V8 Supercar drivers ... Steven Richards, Jason Richards, Craig Baird, Greg Murphy, Shane van Gisbergen and of course the Stone Brothers. And let's not forget the best BMW driver of recent times ... Jim Richards.

The New Zealand Festival of Motor Racing celebrates New Zealand's past. The 2010 event celebrated Bruce McLaren with some 400 historic racing cars entered over two weekends of racing, firstly at the new Hampton Downs circuit and then at Pukekohe. Many of the cars had a connection to Bruce in that they were cars that he had built or raced, and encompassed many McLaren and Cooper racing cars from all over the world. Australia was represented by nearly 100 cars. In 2011, Chris Amon's career was celebrated, again with hundreds of cars at the meeting, many of them with direct links to Chris' racing life.

The 2012 Festival will celebrate BMW Motorsport and has the support of BMW Group New Zealand. The BMW Car Club New Zealand is heavily involved in assisting with the promotion and running of the event and will field full grids of their E30 and Open Class racing BMWs in support of the event. Importantly, the BMW Group Museum has already sent one car to New Zealand for the Festival ... the Group 2 BMW 3.0CSL that Chris Amon and Hans Stuck drove to victory in the 1973 Nurburgring 6-Hours. While the car is too valuable to race, it will be on display at the event. Joining it will be two more cars from the Museum ... the Group A "Genuine Parts" E24 635CSi and one of the collection's works E30 M3s. Add to this a team of Australian -based BMW racing cars ... David Towe's ex Jim Richards E30 JPS, Bill Cutler's ex Ratzenberger Schnitzer M3, Jervis Ward's ex Richards/Brock Mobil M3 for starters ... and the stage is set for a fantastic double weekend celebration.

New Zealand has a plethora of famous BMW racing cars domiciled there, and they will be out to play as well. The ex Longhurst/Hulme Benson and Hedges M3, the Bastos M3, Diet Coke E30 M3, a genuine factory Group N 635CSi, an Alpina-sanctioned Michelin M3 replica, Alpina 2002 and the quickest 2002 Turbo you're ever likely to see! Interest from the UK too, with a Brabham-BMW BT52 F1 likely to attend in company with a current 320Si E90 BTCC touring car. Noted BMW drivers Prince Leopold von Bayern and Jim Richards will both attend the event over the separate weekends.

As if the racing wasn't enough, the BMW Car Club New Zealand is planning a series of support events for the week between the two racing weekends. Drive days, show and shine, concours, dinners and dealer events are all planned. BMW racing will be supported by classes for historic bikes (first weekend only), Formula 5000, invited racing and sports cars, and 70s/80s/90s Groups C and A touring cars.

I have driven the Hampton Downs circuit. Brand new, purpose-built and about 45 minutes south of Auckland, I was honoured to drive my brother's 1961 Cooper-BMC T56 Formula Junior in the Bruce McLaren Parade at the 2010 event. Even at the moderated speeds we were allowed to go at, the circuit is a beauty that rises and falls and is perfect for historic racing. And of course Auckland isn't a bad place to go for a break. There is ready flight access from all Australian main cities, accommodation is available not too far from the circuit and BMW enthusiasts can expect a warm welcome from their New Zealand Club counterparts. I plan to take my E28 M5 and to be involved in the event, and extend an invitation for BMW Clubs Australia members to join us! This really is an opportunity not to be missed. If I can assist with information or advice on the event, please don't hesitate to contact me ... it would be super to have a strong Australian presence at the event.

Stewart Garmey, BMW Clubs Australia International Delegate

WHAT IS MOTORKAHNNA

Many people ask me what is the Club Motorkahna held at Deca each year and what does it involve, so here is an explanation and outline of what a Motorkahna is.

Motorkhana is a low-cost form of motorsport, unique to Australia and New Zealand but similar to autotesting in the UK and Ireland and somewhat similar to autocross in the US. It involves maneuvering a car through tight tests as quickly as possible - one car at a time - on either dirt or bitumen/concrete surfaces. This usually requires sliding and spinning the car accurately while maintaining speed through the test course. Some reversing is usually included. Suitable for any car and doesn't necessarily require modifications to the car like track sprints or racing.

Each test takes from 15 to 60 seconds to complete and is defined by cones or witches hats. Hitting cones or going the wrong way incur time penalties which are added to the total time. A day's competition - an event - usually includes 6 to 10 tests. Vehicle speed rarely exceeds 60 km/h but the tightness of the tests ensures the driver is kept very busy. Generally each year we run the Motorkahna we give competitors 2 runs at each test but each year we vary how we score. Some years we add the scores together to get a total time, others we use quickest of the two and we have even used the difference between the two as the score… just depends on what I decide on the day.

We usually set up two separate tests on the skid pan, one on the road circuit, one on the triple circles and one on the traffic school.

The competition part of the day is usually done by lunch time, when we have a bbq then set up some different tests on the skid pan and road circuit just to have some fun.

It is always a fun day and I hope you can all come along and enjoy it.

Graeme Bell
motorsport@bmwccv.com.au

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BMW M5 AT A GLANCE

• 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; consistent further development of the vehicle concept initiated in 1984 with the first-generation BMW M5; compelling track potential combines with the comprehensive practicality of a luxurious business saloon; groundbreaking character headlined by significantly improved efficiency, supreme long-distance comfort, and innovative driver assistance systems and infotainment functions.

• 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)

• 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.

• Unique combination of sports car cockpit and luxurious ambience for the interior; M-specific instrument cluster in black-panel technology; newly designed, leather-covered centre console; M sports seats; standard specification also includes: Merino leather upholstery with extended features, exclusive Aluminium Trace interior trim strips, BMW Individual roof liner in Anthracite, electrically operated steering column adjustment, four-zone automatic climate control and ambient light.

• 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.

• Almost all BMW 5 Series Saloon equipment options available, including Comfort Access, M multifunction seats, active seats, doors with Soft Close Automatic function, hands-free tailgate opening, electric glass roof, trailer coupling.

AN UNPARALLELED CAREER MOTORSPORTS

A glance in racing speed at the milestones of the unprecedented motorsport career of the BMW 3 Series.
Over the 5 generations since its launch, the BMW 3 Series has enjoyed a most impressive career. This applies to its market success, but also especially to its career in motorsports. During the past 35 years, the 3 Series models with their characteristic compact dimensions, dynamic engines and sporty suspension have contributed considerably towards dynamic performance and the brand's excellent reputation on the racetrack. With such attributes, BMW's midrange model is ideally suited for successful use in motorsports in particular. With its return in 2012 to the DTM, a top motorsport category, BMW intends to replicate its earlier successes with the BMW M3 DTM now currently under development.

A start with a bang: BMW 320i for the BMW Junior Team.
The BMW 3 Series Sedan of the first generation had been on the market for just two years when it caused an incredible sensation on the racetrack. The task was to render the new series a flagship of the brand in terms of sportiness through its successful deployment in motor sports. The BMW Motorsport GmbH, which was established in 1972, developed the BMW 3 Series with the greatest consistency into a so-called Group 5 racing touring car in accordance with an extremely sophisticated technical regulation. The car was powered by a proven racing engine – the 2-litre four-cylinder power unit with four valves per cylinder, which had dominated Formula 2 racing for several years and already boasted 300 hp when first deployed in the BMW 3 racing car. Trimmed for good road holding by means of lightweight construction, torsional stiffness and huge wings at the front and rear, the three exclusively painted cars for the BMW Junior Team (comprising young talents Manfred Winkelhock, Marc Surer and Eddie Cheever) were the main topic of discussion during their first race at the Belgian Grand Prix racetrack in Zolder on 13 March 1977. But when one of the three BMW juniors, Marc Surer from Switzerland, went ahead of the established competition, eventually going on to win the race, the sensation was perfect. The BMW 3 Series had got off to a storybook start on the racetrack.

During this first season and in the following years, the path to victory in its class always led via the BMW 3 Series racing touring car. It was deployed in countless national championships and at the end of the season the champion in those days was usually a BMW driver. Time after time, leading racing drivers such as Hans-Joachim Stuck or Ronnie Peterson demonstrated their extraordinary talents in this racing car. 3 Series cars in the Group 5 were also successfully deployed in the Manufacturer World Championship.

In 1978, the German Racing Championship was won by a turbo version deployed by the Team Schnitzer from Freilassing. Incidentally, it was a 1.4-litre, 410 hp BMW works car also featuring this technology that encouraged advocates of an idea how to accomplish even greater deeds: The engine of this BMW 3 Series was, so to speak, the predecessor to the power unit with which, in 1983, the Brazilian Nelson Piquet became the first „turbo world champion' in Formula 1 racing history driving a Brabham BMW. The spectacular chapter of Group 5 racing cars drew to a close in 1982, but the next chapter in the history of BMW 3 Series motorsport had already been opened.

BMW M3: the world's most successful touring car.
In addition to the convertible, touring, compact, diesel and four-wheel drive versions and simultaneously with the expansion of the second generation of the BMW 3 Series starting in 1982, a further very special variant stepped into the public and racing limelight – the BMW M3. Then, in 1987, nobody could anticipate that this 3 Series would one day become the world's most successful touring car. The idea was to create a basic car that contained all that was needed to develop a potentially successful racing car according to the so-called Group A regulation. And in compliance with the rules in force, 5,000 of them had to be built within a year. The central issue was yet again the engine. Here, the BMW Motorsport GmbH reverted to a trick they had already used in the past. A great in-line six-cylinder engine featuring four-valve technology was available from the BMW M1 and the BMW M 635 CSi. This was, in simple terms, 'shortened' by two cylinders. The final result was a 2.3-litre four-cylinder engine, whose initial 200 hp had already catapulted the series production BMW M3 into the sports car sector. In 1987, following a victorious interim period with the BMW 323i, the 300 hp racing version of the BMW M3 took to the starting grid for the first time and went on to win everything that could be won in touring car sports.

AN UNPARALLELED CAREER MOTORSPORTS

In the years 1987 to 1992, hardly a racing weekend went by without Munich receiving a report of a BMW M3 victory or a championship win in a country somewhere in the world. Whether in Australia, Finland, France or Holland and Germany, M3 drivers were gaining championship titles everywhere, which even included victory in a rally sport world championship event. In the hotly contested DTM (Deutsche Tourenwagen Meisterschaft) alone, the M3 seized 40 victories and more than 150 top three rankings.

A special mention should be given to the World and European Championship titles, as well as the hard-fought victories in the 24-hour race at the Nürburgring-Nordschleife and in Spa-Francorchamps / Belgium. In short, the racing battles fought by drivers Roberto Ravaglia, Johnny Cecotto, Steve Soper, Emanuele Pirro or Joachim Winkelhock (to name just the wildest), are among the classics in motorsport – and include some of the 3 Series' greatest sporting moments.

The sporting career of the third-generation 3 Series was characterised by deployment in various countries and championships, some of which were subject to very differing technical regulations. For example, from 1993 to 1998 vehicles featuring varying modifications and engines were put on the starting grid. The choice of racing cars ranged from the BMW Coupe and Sedan with an almost production-ready body and a 2-litre four-cylinder, four-valve engine with around 300 hp to an extensively modified version of the BMW M3. BMW 3 Series cars stood out impressively from the competition wherever they competed. Victories in Germany – in the STW Cup, in England or Italy were everyday occurrences as were the successes in Asia, Australia and South America.

The chase for victory in the World and European Touring Car Championships.
Also in the case of the fourth generation of the BMW 3 Series, the four-door sedan once again served as the basis for the racing versions designed to participate in touring and long distance events. In addition to many national championships, the European Touring Car Championship and, later, the World Championship were BMW's main focus of interest. Since 1999, the BMW Motorsport GmbH had been developing the BMW 320i powered by a four-valve in-line six-cylinder engine, initially with approximately 200 (later more than 250) horsepower – a racing car that was to become a guarantee for success. 3 Series racing cars regularly supplied the Munich sports department with best driver and manufacturer rankings. 2005 saw a highlight of those years, with BMW winning the newly established World Touring Car Championship with the BMW 320i, the triumph being completed by Andy Priaulx, after BMW's Roberto Ravaglia the second World Touring Car champion in the history of motorsports. The second "weapon" based on the fourth generation of the BMW 3 Series was the BMW M3 GTR. BMW was highly successful with this high-carat racing car in long-distance races (including double victories in 2004 and 2005 in the 24-hour race at the Nürburgring), as well as in the American Le Mans Series.

The future has already begun.
As in previous years, the latest and meanwhile fifth generation of the BMW 3 Series focused on the sedan and the BMW M3. Again, the schedule comprised the major touring car championships and long-distance races. The BMW 320si now featured a four-cylinder engine and for the international and national 24-hour classics BMW came up with something really big: The sporting achievements for the racing cars of this generation include the triumphs in the 24-hour race with the immensely powerful and extremely reliable BMW M3 GT2. Highlight: Overall winner of the Eifel Classic 2010, in which well over 200 competitors took part. Further sporting highlights: World Championship title in 2006 and 2007, second place at the Nürburgring in 2011, third place in the 24-hour race at Le Mans and the 2010 manufacturer's title in the ALMS.

And the BMW 3 Series' future in big-time motorsports has already begun: From 2012, BMW will return to the German Touring Car Championship with three teams and the BMW M3 DTM. In mid July, the BMW M3 DTM Concept Car was presented in Munich to the world press. Technical data: CFRP monocoque construction with steel rollover structure, naturally aspirated 4-litre V8 engine with a maximum power output limited to 480 hp by means of an air restrictor. Acceleration from 0 to 100 km/h in around 3 seconds, top speed approximately 300 km/h.

BMW PRESS CLUB

BMWCCV PHOTO COMPETITION

HEATH MOORE

The car is a 2008 E92 M3 purchased in February 2011, my favourite aspects of the car include the overall styling and high level of engineering that has gone into chassis dynamics and driver feedback. I have upgraded the brakes and springs to better cope with track activities and taken some weight out with a titanium slip on muffler section. Further enhancements are in the pipeline while seeking to retain the refinement and excitement the car achieves straight out of the box.

I get very annoyed at general Australian driver competency and awareness compared to our European neighbours. If I could have any BMW it would be the GT2 M3, in white.

ANDREW COOK

Model: 1990 318is - supercharged, purchased when: 1998, friend had it since new, always loved it
Why did you buy that car: classic rationalist minimalist teutonic styling before the bangled era/error
What's your favourite thing about it : drives like a go kart, the e30 and the pinacle the m3 never was Made as a 6 cylinder as the extra 2 cylinders infront of the axle change the handling. the 318is came after the m3 and incorporated the upgrades and things learnt from the m3 and other e30s.
As a side note, there is only one M3, later cars with the name are not homolgation cars, merely road cars with a badge.
What gets under your skin: e36's
If you could have any BMW what would it be: M1, or a 507!

ANDREW TRIANTOS

I love the M3 and it is a passion for me and that is the reason I bought it. The owner of the vehicle is my business and it is our pride and joy. The favourite thing about my M3 and any other M3 would be the handling and the superior quality of the vehicles manufacturer. What really makes me smile is the sound of that V8 when it hits hi revs.

Another BMW that i would like to own is a 1M which is also a very well handling car. I love the quality and the finish of a BMW and every time I drive the m3 it gets me more and more amazed and excited.

MATTHEW DRAHEIM

Model: 1985 352e however now has a 325i engine built to E30 racing spec and a 3.91 diff .
I changed the engine from the "eta"motor about 2 years ago.
Purchased when: I bought the E30 in 2005 of the owner whom was the 2ndowner of the car since 1987.
Why did you buy that car: To do club sprintdays, slowly over the past 6 years I have "improved" the car. (with the help of Southern BM)
What's your favourite thing about it – I alwaysget a smile when I drive it. It doesn't feel, look or drive like a 25year old car.
If you could have any BMW what would it be: -New one - E92 M3 Old one – 3.0 CSL Batmobile.

BMWCCV PHOTO COMPETITION

RAY JULIAN

There is, quite simply, nothing else like it; Targa Tasmania continues to attract entries from all over the world: The courageous and the outrageous, the mad, the bad, the sad and glad - all come together for one exhausting week in April each year. Make no mistake, this is a very serious event - a quick look around and you can see its something special. I was once told, as a driver it's easy: all you have to do is drive your car as fast as you dare go on the black stuff, without ever crashing, but in reality you drive always obeying every instruction from the navigator.

When did you get hooked? It was early 2002 that I decided to build a car for this event, I had been using an E36 M3 Evo for Grand Prix Rally's and car club activities and thought this may be the starting point until I was reminded very strongly this was the family car - go get something else. So began a search for a car that was unique, very reliable for this form of competition and a car I would love. Fortunately a friend and member of the BMW Drivers Club South Australia advised me a customer had a unique BMW that was not being used other than the occasional trip to his garage to charge the battery and replace the vital fluids as required.

So what was it? 1995 BMW E36 M3R Why a BMW? German cars have a reputation for lasting nearly forever. Each system has the Teutonic good sense to maintain its integrity as long as each of the other systems.

How Unique? The car #2 of 15 built by BMW Australia under the personal guidance of BMW Motorsport Chief Development Engineer "Paul Roche" during 1995, the car order # was "Targa". The car was not delivered to its owner in time for Targa Tasmania that year. Paul Roche – a man whose fingerprints can be found on almost all BMW's high performance engines to 1999 when he retired.

What came next? Purchase the vehicle - Sound simple?? This would require a convincing argument to the good lady wife, so enter the Motor Sport Principle of Rationalisation or MSPR. The guiding principle of rationalisation reduced to pith, is this: If you really want something, you must convince yourself not only that buying it would be good, but that not buying it would be wrong. So having applied the above principle successfully I expressed an interest and as they say - the rest is history.

Purchased when? Early 2002 Why did you buy that car? Apart from my penchant for most things BMW, I am not one of those people who fit into a Lamborghini Gallardo properly - also the case of a failed MSPR.

First Impressions Driving the Targa ready M3R: It was incredibly noisy, aggressive, and heavy to turn, the clutch was light-switch abrupt, the gearshift close slotted, and the throttle had a gloriously long travel. Tarmac Rallying: That had seemed like a distracting but absorbing bit of fun suddenly seemed deadly serious. 00

Where were you when this photo was taken? Targa Tasmania 2011 Stage 34 (Queenstown): Queenstown is a mining township East of Strahan on the West Coast of Tasmania and is well known for its moonscape landscape - a product of many years of mining.

What's your favourite thing about it? It is Day 5, the last day of the rally and we are still in the event. This stage is often referred to as "The 100 bends of Queenstown", I must confess that I have never counted them however I do know the stage is 6.0 km long and there are 42 corners in the first 3.0 km - you never stop turning - I think the photo aptly illustrates this.

What gets under your skin? Most annoying is a motorist who sits in the right lane driving below the speed limit on freeways. If you could have any BMW what would it be?A white E24 M6 in excellent condition

Anything else you want to comment on? 9 years have now passed since that first Targa Tasmania and the car has competed in a further 6 Targa's, a Classic Adelaide, and Mount Buller Sprint, Lake Mountain Sprint, several hill climbs and car club activities.

On another note: It is hard to resist the sound of the M3R's straight six at full song - so much so that during the 2009 Classic Adelaide's Gorge Road stage I stopped receiving instructions from my navigator. I spoke to him on the intercom but no reply - I looked over at him to establish he was OK and I observed the following: His head was hanging out the window and he was totally mesmerised listening to the wail of the engine and exhaust note echoing of the cuttings and valley walls. One of the rare occasions he's been off the notes.

He must have been impressed - he has now owns an E30 with a view to building a period dirt rally car.

BMWCCV PHOTO COMPETITION

MARC WARSHALL
Model: E60 M5
Purchased when: January 2007

Why did you buy that car: It was time to swap over my E46 M3 Convertible, the new M3 wasn't out yet and the E92 335 just didn't do it for me, I needed another M car!

What's your favourite thing about it: Although I do think BMW took it a bit too far (the understatement), I loved how it was a wolf in sheep's clothing. This thing could effortlessly drag off a 911 and most people thought I was some old business man in a boring sedan. It could (only theoretically of course because I never went more than 110km/h) get to 250km/h in only 1km yet transport 5 people & luggage in super comfort, something I did only weeks after getting it when I took 4 friends to Mildura with no complaints of people being squished in the back!

What gets under your skin: This thing had more gremlins than the popular movie of the same name. Nothing ever mechanically failed with the car, but that didn't stop the computer and many sensors constantly telling me something else had failed or broken (it hadn't, the computer was wrong). 2nd Generation iDrive was still a laggy piece of crap, thank god BMW have improved it finally in it's 4th generation. Oh and the fuel tank! 70 litres is great if you have a 520 but it doesn't get you far in a 5L V10, I spent a fair amount of time stopping at petrol stations to fill up, in fact I almost ran out on a particularly adventurous drive back from Sydney where I decided I was smarter than the trip computer (I was, but only just, we had 2L left in the tank).

If you could have any BMW what would it be: I'd buy back my Estoril Blue E46 M3 convertible. Failing that I've always wanted a E9 3.0CSL, ever since I drove a Csi when I was 17.

If BMW put that glorious V10 (with a louder exhaust, this thing was quiet as a mouse even at 8000rpm) in the E39 M5, I think they would have had the perfect M car!

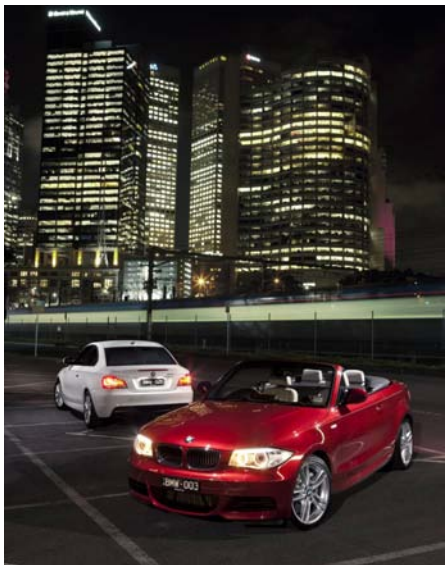
and the winner is.....

OLIVER LINDSAAR

The photo was taken at Sandown Raceway, on the final corner of the final lap of the race
The photographer isDr Peter Clark of Clark Media Services
The drivers are Neil Anderson front,Oliver Lindsaar second car (on two wheels), and George Clarke third car.

BMW 1 SERIES UPDATE

- Design enhancements: new air inlets, headlights, colours and alloy wheels
- Improved efficiency: greater BMW EfficientDynamics technologies
- Engaging performance: class-leading agility, dynamic handling
- Superb Flexibility: more loading versatility with 60:40 rear seat split



The mid-life update of the BMW 1 Series Coupé and Convertible range offers fresh design enhancements, stlylish interior options, advanced new technologies and improved efficiency in the premium compact segment. The addition of a new entry-level engine variant in the form of the BMW 120i Coupé also provides an exciting new entry pricepoint to the range.

Design enhancements include redesigned front vertical air intakes which now guide air through ducts to the two wheel arches. The air emerges from a narrow, vertically-oriented slot so that it is directed along the sidewalls of the tyre at high speed. The airflow takes the form of an 'air curtain' covering the wheels, reducing the air resistance in the area of the wheel arches.

The mid-life update also introduces newly designed headlights, with new accent line above the headlight cluster, creating the typically BMW focused gaze. With option Bi-Xenon headlights, this accent line is in LED form. The rear lights now also feature LED technology when in combination with Bi-Xenon lights.

The entirely new front and rear aprons of both models can be further enhanced with the M Aerodynamic package, providing an even more muscular and sporty on-road presence. The M Aerodynamics package is standard for the 135i Convertible and also part of the standard full M Sport Package on the 135i M Sport Coupé.

The mid-life update also introduces two new metallic paint finishes (Marrakesh Brown and Vermilion Red), two new interior upholstery colours (Oyster and Savannah) and new Alpine White interior trim. The alloy-wheel line-up has been revised with the introduction of three new designs, including the new 17-inch 'Streamline' alloy wheel fitted standard to all 123d and 125i variants.

The new BMW 1 Series Coupé and Convertible range is offered in three petrol and two diesel engine variants. The BMW 118d Convertible is powered by a four-cylinder in-line turbo diesel engine producing105 kW and 300 Nm of torque. Acceleration from 0–100 km/h takes 9.5 seconds and EU fuel consumption has improved to be just 4.8 litres/100 km and 127 g/km of CO2.

The BMW 120i Coupé and Convertible are powered by a four-cylinder in-line petrol engine delivering 115 kW and 200 Nm of torque. 0–100 km/h takes 8.6 seconds in the Coupe and 9.2 seconds in the Convertible.

A six-cylinder in-line petrol engine producing 160 kW and 270 Nm of torque powers both the BMW 125i Coupé and 125i Convertible. The Coupé accelerates to 100 km/h in 6.4 seconds but now uses only 8.1 litres of fuel per 100 km and CO2 emissions have been reduced to 189 g/km. In the case of the 125i Convertible, 0–100 km/h is achieved in 6.8 seconds and EU fuel consumption has been reduced to 8.3 litres / 100 km emitting just 194 g/km of CO2. The BMW 123d boasts a four-cylinder in-line TwinPower Turbo diesel engine producing 150 kW and 400 Nm of torque. The Coupé accelerates to 100 km/h in 7 seconds and fuel consumption is 5.1 litres 100 km and CO2 emissions are now 134 g/km. The Convertible variant covers the sprint to 100 km/h in 7.5 seconds with fuel consumption being 5.3 litres/100 km and CO2 emissions of just 139 g/km.

The top-of-the-range BMW 135i Coupé and Convertible are powered by a six-cylinder in-line TwinPower Turbo petrol engine producing 225 kW and 400 Nm of torque. The Coupé sprints to 100 km/h in 5.3 seconds with fuel consumption of 8.5 litres/100 km while the Convertible is just 0.3 seconds behind and offers fuel consumption of 8.6 litres/100 km. Fuel economy improvements have been achieved not only through improved aerodynamics but also due to various BMW EfficientDynamics technologies being standard in varying combinations across the range. These include Auto Start/Stop technology, Shift Point Indicators and Brake Energy Regeneration.

All models have a 6-speed manual transmission as standard equipment. 118d, 120i, 125i, and 123d variants are optionally upgradable to a 6-speed automatic transmission. The 135i variants are available with the optional 7-speed Double Clutch Transmission.

BMW PRESS CLUB

FRANKFURT MOTOR SHOW 2011

World premiere: BMW i3 Concept and BMW i8 Concept
At the Frankfurt Motor Show (IAA), the BMW i brand will present two very special vehicle concepts: the BMW i3 Concept, which was dubbed the Megacity Vehicle during the development stage, will be presented as the first purely electrically powered production car within the BMW Group, targeting the future challenges of mobility in urban environments, and as the first premium electric vehicle it interprets the pioneering attributes typical of the BMW brand. The BMW i8 Concept will be presented as a member of the latest generation sports cars: progressive, intelligent and innovative. Its unique plug-in hybrid design combines an internal combustion engine and an electric drive, resulting in an exceptional driving experience – with extremely low fuel consumption and emissions.

World premiere: the new BMW 1 Series
The new edition impresses with increased legroom and significantly optimised driving comfort. The rear-wheel drive, which is unique in this class of vehicle, and four-cylinder engines with BMW TwinPower Turbo technology guarantee outstanding sportiness. The sporty, elegant design and the new BMW Lines range, which enable targeted personalisation of the vehicle, contribute towards a particularly expressive appearance.

World premiere: the new BMW M5
Its new, high-revving V8 engine equipped with M TwinPower Turbo technology delivers a peak output of 412 kW/560 hp and produces a maximum torque of 680 Newton metres. This enormous power is transmitted throughthe seven-speed M double-clutch Drivelogic Transmission to the rear wheels, where the new Active M Differential ensures an ideal distribution of drive torque, even in highly dynamic driving situations and on rough terrain.

World premiere: the BMW 520d EfficientDynamics Edition
New petrol and diesel engines with BMW TwinPower Turbo technology, the introduction of the Auto Start Stop feature on additional models with automatic transmission and Driving Experience Control including ECO PRO mode as standard equipment on all four- and six-cylinder models ensure further optimisation of the relationship between sportiness and fuel consumption. In addition, new four-cylinder petrol engines with BMW TwinPower Turbo technology have been introduced for the BMW 520i and BMW 528i.

World premiere: the BMW X1 sDrive20d EfficientDynamics Edition
The BMW X models have become role models in a number of vehicle segments with their innovative automotive concepts and their achievements in the areas of driving pleasure and efficiency. The new engines for the BMW X 1 and the BMW X 3 further reinforce this prized status.

European premiere: the new BMW 6 Series Coupe and
the new BMW 6 Series Convertible with diesel engines and BMW xDrive
The new BMW 6 Series Coupe steps up to the mark with three engine variants and with XDrive intelligent four-wheel drive available upon request. In parallel to the European premiere at the 2011 Frankfurt Motor Show, BMW will also present additional model versions of the new BMW 6 Series Convertible. In addition to a V8 and a six-cylinder inline engine with BMW TwinPower Turbo technology, both models now also have a 230 kW/313 hp diesel unit at their disposal. The efficiency is underlined by an average fuel consumption of 5.4 to 5.5 litres per 100 kilometres in the EU test cycle for the BMW 640d Coupe and 5.6 to 5.7 litres for the BMW 640d Convertible (all figures depend upon the selected tyre format).

German premiere: new engines with BMW TwinPower Turbo technology for the BMW Z4
Consistent deployment of BMW TwinPower Turbo technology on petrol engines ensures a strikingly more spirited performance while significantly reducing fuel consumption and emissions. Not one, but two members of the new generation of four-cylinder petrol engines are now available for the BMW Z4 Roadster. The 2.0-litre power units for the BMW Z4 sDrive20i and the BMW Z4 sDrive28i deliver 135 kW/184 hp and 180 kW/245 hp respectively. Both engines can be optionally combined with the first eight-speed automatic transmission available for the BMW Z4.

BMW PRESS CLUB

DECEMBER 4 2011
175 PURVES RD
ARTHURS SEAT

10:30 AM - 03:00 PM

BMW Car Club Victoria

2011 ANNUAL SHOW & SHINE & Xmas Break Up BBQ

BMW Car Club Victoria

Charlie's Auto Museum

Arthurs Seat

Please Join Us & Our Special Guests.
For our annual club show & shine and Xmas break up BBQ lunch. Meet along the bay for some early pics followed by a cavalcade up to Charlie's Auto Museum at famous Arthurs Seat. Enjoy the museum & its interesting collection of cars & models as well as motoring paraphernalia. Enter you car for judging or just display on the day

Xmas Break Up

BBQ facilities for lunch available, some seating & plenty of under cover areas. We advise bringing extra seating if possible.

For RSVP & Event Entry forms:
Please contact: **events@bmwccv.com.au**

BMW MOTORAD CONCEPT E

Design concept for a BMW electro-scooter
Individual mobility is increasingly defined in terms of sustainability. The BMW Group has taken on the challenges of a rapidly changing world and is now developing serial production solutions to meet the mobility needs of the future. As an integrated part of the BMW Group, BMW Motorrad is also addressing issues of individual single-track mobility and future customer needs. In this connection, BMW Motorrad is expanding its business activities to include a new facet: that of “Urban Mobility”.

Building on almost 90 years of experienced in the field of motorised two-wheel vehicles, BMW Motorrad is drawing on the conceptual benefits of single-track vehicles to develop innovative solutions, adding a new dimension to the area of urban commuting.

Before the end of this year, BMW Motorrad will establish its new “Urban Mobility” area with two premium vehicles in the maxi scooter segment. The BMW maxi scooters combine the functionality of a scooter with the riding pleasure of a motorcycle. Both vehicles are powered by high-performance and efficient 2-cylinder combustion engines.

Based on the BMW Group’s sustainability strategy, BMW Motorrad aims to put a premium offer on the market in the area of electromobility in the foreseeable future. At the Frankfurt International Motor Show (IAA), BMW will be presenting its design concept in this area for the first time: “BMW Concept e”.

Visionary design for a new drive concept
The design study BMW Concept e embodies the vision of an electrically powered scooter made by BMW Motorrad. Increasing limitations in traffic space, growing traffic density as well as both ecological and economical challenges give rise to new demands in the area of private transport in the major conurbation areas in particular. An e-scooter with sustainable technological solutions and the aesthetic design of the Concept e provides a response to these changing urban mobility needs.

With its Concept e, BMW Motorrad shows how attractive and fascinating the interpretation of the theme of electrical drive on two wheels can be in terms of design, while at the same time attracting attention to its new business area “Urban Mobility”.

Hallmark BMW Motorrad design elements
The BMW Concept e is clearly identifiable as a member of the BMW Motorrad family. As in other BMW motorcycles, the so-called split face runs from the upper trim section to above the front wheel cover, giving the Concept e an unmistakable, dynamic front view.

The successful BMW Motorrad design style is also reflected in the styling of the twin-tipped spoiler in the floating panel of the front trim, a boomerang-shaped, aerodynamically formed floating panel. The short, sporty rear highlights the active riding character of the electrically powered scooter, giving it a visual sense of dynamic performance which is underscored by the low cut windshield.

Innovative technology in a future serial production vehicle
The later serial production vehicle will fully meet customer expectations of a single-track vehicle offering sustainable mobility. The special arrangement of all drive components and the design of the vehicle’s geometry will allow agile handling typical of a scooter as well as a high degree of functionality.

For the power electronics and battery technology, BMW Motorrad draws on the innovative e-technology and extensive expertise of the BMW Group. BMW i high voltage technology (> 60 volts) with the very highest safety standards enables electrically powered vehicles to equal the acceleration rates of a maxi scooter with combustion engine.

The generous storage capacity of the battery, an intelligent battery management system and efficient brake energy recuperation ensure a realistic range of 100 kilometres for everyday use. What is more, BMW Motorrad developers are aiming to achieve a continuous output and maximum speed which will enable safe overtaking on urban motorways when carrying a passenger

BMW PRESS CLUB

THE PRODIGAL E28

Like many BMW aficionados, the M cars have always been my favourites, particularly the M3. Some of the older BMW models also hold great appeal, and I am fortunate to be the owner of an original e30 M3.

At one time however, before I found the e30 M3, I was looking around for an old M5, particularly the e28, having been impressed by the lovely red example Andrew Oosterweghel was able to entice from its original Sth African owner, and later sell to Stewart Garmey at a handsome profit. That car continues to win Show 'n Shine awards to this day, and I still have a secret crush on it.

It's hard to find an e28 M5 in good condition however, as so many of them are affected by rust, and I had no luck in this endeavour. It was about this time that Stewart Garmey wrote an article for Top Marque comparing his e28 M5 to the e28 M535i, a car BMW brought out to test the market before launching the first true M5. In the article, the comparator to Stewart's M5 was a Zinnabrot red e28 M535i then owned by Ken Baker. Although the M5 was quicker, the M535i held up pretty well against it, and I saw the car several times at BMW-CCV functions and admired its elegance. Some time later when Ken decided he had to sell it and I was still without an old M3, on a bit of an impulse I bought the car from him (see picture 1).

For the next year it was quite a favourite in our family and was often used on weekends when a GT-style vehicle was required. It looked good, was well appointed for its age, had plenty of power and handled well. Aesthetically it co-ordinated well in our garage next to my black e46 M3 and our old citrus-yellow 2002tii. I often drove it to work on weekends, and one Sunday after I had had the pleasure of owning it for a little over a year, I parked it in the medicos car park at Knox Hospital while doing rounds. When I came back to the car to drive home, I spotted an obstetrician friend and colleague Dr Geoff McCallum staring admiringly at it. I will always remember the slightly amazed tone with which he pronounced "that's my car!" as I came up to him. Naturally my assumption was that he had owned a similar model at one time, but he repeated with distinct emphasis "THAT'S my car!" He had recognised the number plate as the very car he had bought new in 1986.

Back in that era both he and I had been working overseas in postgraduate research. Geoff was studying in the UK at the time and had travelled to Munich to collect the car (purchased from BMW Australia via their overseas purchase plan), and he fondly remembers the joy of driving it on the German autobahns, unfettered by such banalities as speed limits. He recalled the effortless stability with which the car handled the motorway speeds and after 3 years working in Tunbridge Wells and Ascot, he brought it back to Melbourne with him. It was duly registered and issued with the very Victorian licence plates that he recognised in the Knox Hospital car park over 15 years later.

Geoff tells me that he reluctantly sold the car in 1990, and in the ensuing years had often wondered what became of it. I believe it had one or maybe two further owners before finding its way into Ken Baker's garage. The chance encounter in the car park prompted him to search the archives, and soon after he emailed me the photo of a very young Dr McCallum dutifully washing his pride and joy in the UK around 1986/7 (see picture 2).

The story comes full circle about 6 months later when I finally found the e30 M3 I was looking for. Something had to go from our garage to make way for the M3, both financially and physically. Geoff did not need a lot of persuasion, and the lovely e28 M535i finally found its way back into the hands of its original owner, some two decades later. Geoff still has the car, it is still driven to work on some weekends, and I'm sure it still gives him plenty of Pure Driving Pleasure, although sadly not at the 200kph it managed on the autobahn all those years ago……

Paul Kertes

BMWCCV MOTORSPORT - ROUND 3 WINTON

BMW CCV 2011 Motorsport Championships - Round 3 - Winton - Class Results

Outright Round 3 Position	Driver	Round 3 Overall Best times	Car	Class	Class Position Round 3	Round 3 Points	Round 2 Points	Round 1 Points	2011 Championship Points after Round 3
	Class B								
48	Michael Angiolella	1.52.99	E30 325i	D	1	9			9
51	Samantha Angiolella	2.01.34	E30 325i	D	2	8			8
	Class C								
49	Rod Smith	1.59.37	320i	D	1	8			8
	Class D								
31	Neil Ruxton	1.45.64	E30	D	1	9			9
38	Chris Kingsland	1.48.33	E36 328i	D	2	8			8
	Class E								
7	Andrew Hall	1.37.78	E92 M3	E	1	10	10	9	29
28	Bruce Corrin	1.44.65	M3	E	2	9			9
35	Sally-Anne Hains	1.46.34	E46 M3 CSL	E	3	8			8
45	David Morgan	1.51.39	M3	E	4	7			7
	Class G								
15	Sean Bell	1.40.87	e30 racecar	G	1	10			10
17	Paul Kertes	1.41.68	e30 racecar	G	2	9			9
21	Jamie Chester	1.42.45	e30 racecar	G	3	8			8
23	Matt O'Neill	1.42.96	E30 325i	G	4	7			7
24	Graeme Bell	1.43.28	e30 racecar	G	5	6			6
26	Matt Draheim	1.43.89	E30 325i	G	6	5			5
27	David Lumb	1.44.12	e30 racecar	G	7	4			4
33	Steve Mattingly	1.46.20	e30 racecar	G	8	3			3
50	Jess Bell	2.00.65	e30 racecar	G	9	2			2
	Class H								
3	Peter Fitzgerald	1.36.50	135i	H	1	10	9		19
4	Christian Fitzgerald	1.36.98	135i	H	2	9	8		17
16	Keith Olsen	1.41.17	E36 325i	H	3	8			8
30	Warren Kulpa	1.45.15	E28 M535i	H	4	7			7
36	Bill Kinnane	1.46.56	E36 318iS	H	5	6			6
	Class J								
35	Sally-Anne Hains	1.46.34	E46 M3 CSL	E	3	8			8
51	Samantha Angiolella	2.01.34	E30 325i	D	2	8			8
50	Jess Bell	2.00.65	e30 racecar	G	9	2			2

BMW CCV 2011 Motorsport Championships - Round 3 - Winton - Outright Results

Outright Round 3 Position	Driver	Round 3 Overall Best times	Car	Class	Class Position Round 3	Round 3 Points	Round 2 Points	Round 1 Points	2011 Championship Points after Round 3
1	Matthew Stoupas	1.33.73	911 Porsche	I					
2	Steven Mclaughlan	1.34.18	996 GT3 Porsche	I					
3	Peter Fitzgerald	1.36.50	135i Vic	H	1	10	9		19
4	Christian Fitzgerald	1.36.98	135i Vic	H	2	9	8		17
5	Ed Kreamer	1.37.26	Mitsubishi EVO 6 NSW	I					
6	Nick Peek	1.37.33	E46 M3 NSW	H					
7	Andrew Hall	1.37.78	E92 M3 Vic	E	1	10	10	9	29
8	Tony Carolan	1.38.31	996 GT3 Porsche	I					
9	Arthur Scerri	1.38.90	328sc NSW	D					
10	Stan Bougadakis	1.39.32	Carerra S Porsche	I					
11	Pete Matherson	1.39.73	911SC Porsche	I					
12	Manny Mezzasalma	1.40.20	993 Porsche	I					
13	Sue Nolan	1.40.37	E36 M3 NSW	F					
14	Richard Allen	1.40.47	E36 M3 NSW	F					
15	Sean Bell	1.40.87	e30 racecar Vic	G	1	10			10
16	Keith Olsen	1.41.17	E36 325i Vic	H	3	8			8
17	Paul Kertes	1.41.68	e30 racecar Vic	G	2	9			9
18	Andrew Robinson	1.41.77	Mini NSW	I					
19	Martin Duursma	1.42.35	E92 M3 NSW	E					
20	Avo Soghomanian	1.42.40	328i NSW	C					
21	Jamie Chester	1.42.45	e30 racecar Vic	G	3	8			8
22	Kerri Peek	1.42.76	E46 M3 NSW	H					
23	Matt O'Neill	1.42.96	E30 325i Vic	G	4	7			7
24	Graeme Bell	1.43.28	e30 racecar Vic	G	5	6			6
25	Daniel Kapetanovic	1.43.43	328i NSW	D					
26	Matt Draheim	1.43.89	E30 325i Vic	G	6	5			5
27	David Lumb	1.44.12	e30 racecar Vic	G	7	4			4
28	Bruce Corrin	1.44.65	M3 Vic	E	2	9			9
29	Kate Kapetanovic	1.45.12	328i NSW	D					
30	Warren Kulpa	1.45.15	E28 M535i Vic	H	4	7			7
31	Neil Ruxton	1.45.64	E30 Vic	D	1	9			9
32	David Clayton	1.45.73	E30 M3 NSW	H					
33	Steve Mattingly	1.46.20	e30 racecar Vic	G	8	3			3
34	Trent Buckley	1.46.25	VW R32	I					
35	Sally-Anne Hains	1.46.34	E46 M3 CSL Vic	E	3	8			8
36	Bill Kinnane	1.46.56	E36 318iS Vic	H	5	6			6
37	Simon Meens	1.47.07	E36 M3 NSW	E					
38	Chris Kingsland	1.48.33	E36 328i Vic	D	2	8			8
39	Avril Hodge	1.48.34	Mini NSW	I					
40	Trent Windusi	1.49.20	Mini NSW	I					
41	Rohan Morgan	1.50.18	M3 NSW	E					
42	Brian Callan	1.50.70	E46 M3 NSW	E					
43	Nick Voegt	1.51.14	E36 325i NSW	B					
44	Jim West	1.51.34	E30 325i NSW	D					
45	David Morgan	1.51.39	M3 Vic	E	4	7			7
46	Matt Brown	1.52.03	VW Golf Gti PIARC	I					
47	James Allen	1.52.78	E36 325i NSW	D					
48	Michael Angiolella	1.52.99	E30 325i Vic	B	1	9			9
49	Rod Smith	1.59.37	320i vic	C	1	8			8
50	Jess Bell	2.00.65	e30 racecar Vic	G	9	2			2
51	Samantha Angiolella	2.01.34	E30 325i Vic	B	2	8			8

BMWCCV MOTORSPORT - ROUND 4 SANDOWN

BMW CCV 2011 Motorsport Championships - Round 4 - Sandown - Class Results

Outright Round 3 Position	Driver	Round 3 Overall Best times	Car	Class	Class Position Round 4	Class Position Round 3	Round 3 Points	Round 2 Points	Round 1 Points	2011 Championship Points after Round 3
	Class B									
8	Jim West	1.39.0943	E30 325i	B	1	8				8
	Class D									
7	Brian Cooper	1.37.9159	E36 325i	D	1	9	9	9		27
9	James Waldie	1.41.1111	M3	D	2	8		8		16
	Class E									
1	Andrew Hall	1.28.1897	E92 M3	E	1	10	10	10	9	39
2	Bruce Corrin	1.30.0832	M3	E	2	9	9			18
4	Sally-Anne Hains	1.30.7232	E46 M3 CSL	E	3	8	9			17
	Class G									
6	Paul Kertes	1.34.4394	e30 racecar	G	1	9	9			18
10	Brian Bourke	1.45.5242	e30 racecar	G	2	8		9	6	23
	Class H									
5	Tristan Bergman	1.32.9848	E28 535 Turbo	H	1	8				8
	Class J									
35	Sally-Anne Hains	1.46.34	E46 M3 CSL VIC	E	1	8	9			18

BMW CCV 2011 Motorsport Championships - Round 4 - Sandown - Outright Results

Outright Round 3 Position	Driver	Round 3 Overall Best times	Car	Class	Class Position Round 4	Round 4 Points	Round 3 Points	Round 2 Points	Round 1 Points	2011 Championship Points after Round 4
8	Jim West	1.39.0943	E30 325i	B	1	8				8
7	Brian Cooper	1.37.9159	E36 325i	D	1	9	9	9		27
9	James Waldie	1.41.1111	M3	D	2	8		8		16
1	Andrew Hall	1.28.1897	E92 M3	E	1	10	10	10	9	39
2	Bruce Corrin	1.30.0832	M3	E	2	9	9			18
4	Sally-Anne Hains	1.30.7232	E46 M3 CSL	E	3	8	9			17
6	Paul Kertes	1.34.4394	e30 racecar	G	1	9	9			18
10	Brian Bourke	1.45.5242	e30 racecar	G	2	8		9	6	23
5	Tristan Bergman	1.32.9848	E28 535 Turbo	H	1	8				8
3	Frank Deak	1.30.6165	993 Porsche	I						

BMW CCV 2011 Motorsport Championships - Championship Positions after Sandown Round 4

Outright YTD Position	Driver	Round 3 Best Overall times	Car	Class	YTD Class Position	Round 4 Points	Round 3 Points	Round 2 Points	Round 1 Points	2011 Total Points
1	Andrew Hall	1.28.1897	E92 M3	E	1	10	10	10	9	39
2	Brian Cooper	1.37.9159	E36 325i	D	1	9	9	9		27
3	Brian Bourke	1.45.5242	e30 racecar	G	1	8		9	6	23
4	Peter Fitzgerald	1.36.50	135i	H	1		10	9		19
5	Bruce Corrin	1.30.0832	M3	E	2	9	9			18
5	Paul Kertes	1.34.4394	e30 racecar	G	2	9	9			18
7	Christian Fitzgerald	1.36.98	135i	H	2		9	8		17
8	James Waldie	1.41.1111	M3	D	2	8		8		16
8	Sally-Anne Hains	1.30.7232	E46 M3 CSL	E	3	8	8			16
10	Sean Bell	1.40.87	e30 racecar	G	3		10			10
10	Oliver Lindsaar	DNS	e30 racecar	G	3				10	10
10	Matt Walsh	DNS	BMW 94 M3	H	3				10	10
13	Michael Angiolella	1.52.99	E30 325i	B	1		9			9
13	Neil Ruxton	1.45.64	E30	D	3		9			9
13	David Carver	02:12.47	e36 M3	E	4			9		9
13	Geoff Bowles	DNS	e30 racecar	G	5				9	9
13	John Magar	DNS	BMW 135i	H	4				9	9
13	Jim West	1.39.0943	E30 325i	B	2	8				8
13	Samantha Angiolella	2.01.34	E30 325i	B	2		8			8
13	Rod Smith	1.59.37	320i	C	1		8			8
13	Chris Kingsland	1.48.33	E36 328i	D	4		8			8
13	Richard Batchelor	DNS	3.0csi	D	4			8		8
13	David Morgan	1.51.39	M3	E	5		7			8
13	Marcin Moszcynski	DNS	BMW 86 M3	E	5				8	8
13	Jamie Chester	1.42.45	e30 racecar	G	6		8			8
13	Stan Armstrong	DNS	e30 racecar	G	6			8		8
13	Andrew Brien	DNS	BMW 83 325i	G	6				8	8
13	Tristan Bergman	1.32.9848	E28 535 Turbo	H	5	8				8
13	Keith Olsen	1.41.17	E36 325i	H	5		8			8
13	Simon Latimer	DNS	BMW 89 M3	H	5				8	8
31	Matt O'Neill	1.42.96	E30 325i	G	9		7			7
31	Luke Curran	DNS	e30 racecar	G	9				7	7
31	Warren Kulpa	1.45.15	E28 M535i	H	8		7			7
34	Graeme Bell	1.43.28	e30 racecar	G	11		6			6
34	Bill Kinnane	1.46.56	E36 318iS	H	9		6			6
36	Matt Draheim	1.43.89	E30 325i	G	12		5			5

E30 RACING - ROUND 4 SANDOWN

BMW E30 RACING – 2011 CHAMPIONSHIP

Round 4 – Sandown (July 23rd - 24th)

DSA Penalty Points shown in Red – Race Total points include penalty points

Car No:	Competitor	Race 1		Race 2		Race 3			Race 4		Qualifying Rank	Qualifying Fastest Lap	Race Total	Round Points	Round Position	Cumulative Total	Current Position
		Pos	Pts	Pos	Pts	Pos	Pts		Pos	Pts							
	E30 Racing																
89	Robert Braune	1	25	1	25	2	22		1	25	1	1:29.0438	97	25	1	119	1
43	Matt Martin	2	22	2	22	1	25		6	15	13	1:35.6018	84	22	2	110	2
54	Alan Saint	4	18	10	11	3	20		2	22	3	1:30.2100	71	20	3	88	3
34	Brian Bourke	9	12	4	18	4	18		4	18	8	1:32.3361	66	18	4	59	5
66	Anton Bergman	5	16	3	20	10	11		5	16	7	1:32.3025	63	16	5	50	9
64	John Angiolella	6	15	5	16	7	14		10	11	5	1:30.9009	56	15	6	59	5
33	George Clarke	8	13	9	12	8	13		8	13	4	1:30.2460	51	13	8	13	14
41	Simon Lyne	10	11	8	13	5	16	-10	3	20	10	1:32.9369	50	13	8	56	7
14	Phil Logan	11	10	7	14	9	12		11	10	12	1:34.9839	46	12	9	12	15
50	Gary Pearce	DNS		6	15	6	15		7	14	11	1:32.9704	44	11	10	40	10
18	Steve Seizis	7	14	DNF		DNS			9	12	6	1:31.3571	26	10	11	73	4
45	Craig Munro	3	20	DNS		DNS			DNS		2	1:29.3610	20	10	12	10	16
	Audi Quattro																
2	Wayne Dekker	2	22	1	25	1	25		1	25	14	1:38.9764	97	25	1		
17	Simon O'Keefe	1	25	DNF		DNS			DNS		9	1:32.4039	25	22	2		

Car No:	Competitor	Fastest Lap (information only)				Current Best Lap	Personal Best Lap
		Race 1	Race 2	Race 3	Race 4		
	E30 Racing						
89	Robert Braune	**1:28.5597**	1:56.9387	1:40.7411	1:32.1352	1:28.5597	**1:28.5597**
43	Matt Martin	1:28.5891	2:00.7778	1:40.0214	1:33.4404	1:28.5891	1:28.0389
54	Alan Saint	1:29.4169	2:08.7282	1:42.2526	1:34.1619	1:29.4169	**1:29.4169**
34	Brian Bourke	1:31.0419	2:01.7606	1:41.5515	1:34.5273	1:31.0419	**1:31.0419**
66	Anton Bergman	1:29.8492	2:02.5833	1:51.5046	1:33.9767	1:29.8492	1:28.9918
64	John Angiolella	1:30.1329	2:01.8104	1:44.6035	1:37.7803	1:30.1329	**1:30.1329**
33	George Clarke	1:29.6563	2:10.6179	1:46.4071	1:36.8553	1:29.6563	**1:29.6563**
41	Simon Lyne	1:31.9292	2:10.6179	1:46.4071	1:36.8553	1:31.9292	1:30.8635
14	Phil Logan	1:33.4202	2:06.4213	1:42.4784	1:36.4094	1:33.4202	**1:33.4202**
50	Gary Pearce	DNS	2:04.4661	1:40.6890	1:34.8064	1:34.8064	1:29.8722
18	Steve Seizis	1:29.8242	2:05.0903	DNS	1:36.1738	1:29.8242	**1:29.8242**
45	Craig Munro	1:29.4561	DNS	DNS	DNS	1:29.4561	1:28.5468
	Audi Quattro						
2	Wayne Dekker	1:33.5500	2:12.4655	1:44.4281	1:38.3549	1:33.5500	**1:33.5500**
17	Simon O'Keefe	1:31.7471	2:07.0780	DNS	DNS	1:31.7471	1:31.1273

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

Brain's Weekend

After a few adjustments I looked forward to a good weekend even though the Bureau promised some rain Sunday.

Saturday dawned fine & stayed that way for the day. I qualified Ok, considering the shortened session, and the had a good Race 1 dicing for position with Simon in his Audi 80 Quattro until the more nimble BMW won through. Race 1 also saw a welcome appearance from a previous triple-championship winner, Craig, who did well to finish third after a break of almost 18 months from racing.

Sunday dawned wet as promised and I fitted the "wets". Race 2 promised to be quite a challenge, with plenty of rain, poor visibility and not enough grip; especially for Steve & Audi Simon, who came together in turn 1 on lap 2. After 3 laps of following the safety car around, we finally went racing again, just in time for chequered to be shown. Race 3 saw Steve's car still being mended and not on the grid. I got a great start, and got up to 3rd in the E30s, passing a 6 litre Commodore on the way, only to have Alan sneak past to show me how to drive faster in the wet! (I think 3 seconds a lap was the encouragement!)

The last race of the weekend saw Steve re-appear on the grid. I didn't get a great start this time, which might have been a blessing as in Turn 1 I saw the 6 litre commodore try an adventurous line into the corne, through the grass, and then into the IP Cordia and then Matt in his E30, with Alan getting a brake test! Not long after that, he snuck past coming out of turn 4 aand disappeared into the distance, leaving me to chase and catch Simon L, but with too few laps to get past.

It certainly was a better weekend for me at Sandown, with the wet weather preventing my lack of horsepower from relegating me further back in the field

Top Marque 28

E30 RACING - ROUND 5 WINTON

BMW E30 RACING – 2011 CHAMPIONSHIP

Round 5 – Winton (August 27th - 28th)

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						
	E30 Racing														
43	Matt Martin	1	25	1	25	2	22	1	25	1:39.6418	97	25	1	110	2
89	Robert Braune	2	22	2	22	1	25	2	22	1:40.3481	91	22	2	119	1
54	Alan Saint	3	20	3	20	3	20	3	20	1:40.8078	80	20	3	88	3
12	Stan Armstrong	8	13	6	15	4	18	4	18	1:42.6682	64	18	4	53	8
64	John Angiolella	5	16	4	18	8	13	7	14	1:42.3828	61	16	5	59	5
18	Steve Seizis	7	14	5	16	6	15	6	15	1:43.9484	60	15	6	73	4
20	Sean Bell	4	18	DNF		5	16	5	16	1:40.9652	50	14	7	36	11
41	Simon Lyne	6	15	7	14	7	14	DNS		1:42.6594	43	13	8	56	7
	Audi Quattro														
2	Wayne Dekker	2	22	2	22	1	25	1	25	1:46.3355	94	25	1		
17	Simon O'Keefe	1	25	1	25	DNF		DNS		1:44.3965	50	22	2		
13	Donovan Mollenhagen	DNF		DNF		DNF		DNF		1:52.8647					

Car No:	Competitor	Fastest Lap (information only)				Personal Best Lap
		Race 1	Race 2	Race 3	Race 4	
	E30 Racing					
43	Matt Martin	1:39.9983	1:39.2917	1:40.4020	1:39.6266	**1:39.2917**
89	Robert Braune	1:40.0210	**1:38.9332**	1:40.3155	1:39.6583	**1:38.9332**
54	Alan Saint	1:40.6388	1:40.3619	1:41.5289	1:40.4235	**1:40.3619**
12	Stan Armstrong	1:42.6193	1:41.7563	1:42.4906	1:42.3947	**1:41.7563**
64	John Angiolella	1:42.8269	1:42.2808	1:43.2839	1:43.0611	**1:42.2808**
18	Steve Seizis	1:42.9822	1:42.3867	1:43.4803	1:42.6662	**1:42.3867**
20	Sean Bell	1:41.0179	1:41.3517	1:41.0502	1:42.2485	1:40.2694
41	Simon Lyne	1:42.6154	1:42.9770	1:41.9096	DNS	1:41.0712
	Audi Quattro					
2	Wayne Dekker	1:46.1007	1:45.2235	1:45.6468	1:45.8562	**1:45.2235**
17	Simon O'Keefe	1:43.9303	1:42.9483	DNS	DNS	**1:42.9483**
13	Donovan Mollenhagen	1:45.8279	1:45.2716	1:45.4515	1:45.3890	**1:45.2716**

New Lap Record: **1:38.9332**
Set by: **Robert Braune**

E30 Racing - Matt's Rounds 2, 3 and 4

Sandown has proved to be my bogey track this year.

At the May round I had a DNF in race 2 because of a broken gear selector rod. While I was going up the back straight the gear stick seemed to have a lot more movement than normal, and by turn one I was searching for a gear and somehow managed to hook 2nd gear on the exit, with no possibility of finding another.

I decided to park the car instead of becoming a mobile chicane for the rest of the race. Fortunately I was able to get the rod welded up by the helpful TAFE team. However this left me at the back of the grid for the next race and while I did manage to get back amongst the E30 cars, the DNF cost me dearly.

Worse was to happen during the July round at Sandown. During qualifying I had fuel leaking from my fuel filler because the cap wasn't on correctly. This attracted a lot of attention from the officials who had a close look at the car when it was in the pits as a result of a red flag. With very little time left I went back out on the track but couldn't post a competitive time and qualified last of the BMW's. Starting from the back is always a lot of fun but it's not how I planned to start the weekend.

Fortunately I had a good first race and I went into the last race with two 2nd's and a 1st, and there was a slim chance of making something of this weekend. However that all changed in turn one of the first lap. In a move frequently seen on Playstation an Improved Production driver came up the inside, put two wheels on the grass, jumped the curb and ricocheted into a car apexing the corner. That car then slid across the track and into the side of mine. Needless to say, both the innocent parties speared across the track and the Playstation kid disappeared into the sunset - enough said.

Fortunately the damage wasn't too bad – I needed a new wheel guard, left door and some panel beating on the rear quarter. A complete repaint has been on the cards for some years and I could see no better time than now. DLM did a fantastic job panel beating and repainting the whole car, and yes it does look too good to race!

Fortunately the last race at Winton treated me better. I managed to qualify first and win the round with only a few scuffs on my new paint work.

E30 RACING - ROUND 4 & ROUND 5

E30 Racing - Alan's Round 4 - Sandown

I turned up atSandown for round 4 with high hopes of some improvement after fitting the all-new suspension that was sitting in customs for the previous round, got everything setup, signed in etc, then out for qualifying with a completely unknown package. The car felt pretty good straight out of the box, with just slightly too much oversteer, but not bad, and I ended up 3rd fastest behind Rob and Craig Munro, so was pretty pleased. I made a few changes before race 1 to make the car more neutral, and it responded well, improving my lap time by nearly a second, and comfortably able to run with Craig Munro. Unfortunately, the faulty spacer between the seat and steering wheel made an error and allowed Matt an easy pass, dropping me to 4th, I went back to motel pretty content with the car.

Sunday morning I awoke to dark skies with rain, and decided my 4-meeting-old tyres were not ideal, so off to the Traction Tyres truck for some new rubber, I headed out for race 3 hoping the new suspension was as good in the wet as the dry. I've gone with higher spring rates and stiffer bars than most of the other competitors, so it could have been good, or really bad. Leaving the pits, the car was weaving a little until I heard a loud bang coming from the boot, and realized that faulty spacer between the steering wheel and seat had struck again! Forgot to take the items I put in the boot overnight out, DOH! So, instead of lining up in position 14 of the grid (we were mixed in with Improved Production) I drove through the pits, where Graeme and Chris Bell removed the offending items, and headed back on to the track.

By this time, the safety car that follows the field down the first straight was nearly at turn 1, and took the whole lap to catch the back of the field, only to be greeted by yellow flags at turn 1 where Steve had come together with Simon's Audi. AHA! I thought, GREAT! The field is bunched up, and on restart, I should be able to make up a few places! But alas, the race finished 2 laps early behind the safety car.

Race 3 saw me start from position 27 (last) on a damp track. I got a great start, passed several cars before turn 1, and continued well for the first half of the race, making my way up to 11th in IP and 3rd E30! By this time, Rob and Matt were a long way in front, and a little faster than I was prepared to push with no prospect of catching them anyway, so that is where I finished.

In Race 4 I got off to another good start, at least until I went to change to 3rd gear, and misaligned the gate just as I was going past Matt. By the time I finally found 3rd, Matt had got back in front of me. Then, going into turn 1, a Commodore went flying down the inside in the grass, launched over the curb into the side of a Cordia, and sent that car into Matt. The Cordia and Matt both ended up on the grass on the outside, and I got through unscathed, lucky I missed 3rd! I went on to cross the line in 9th outright, and 2nd in the E30s behind Rob.

The Commodore subsequently copped a time penalty which elevated me to 8th, ending what was an eventful, but very enjoyable
weekend's racing

Alan's Round 5 - Winton

I was looking forward to really sorting out my suspension settings and seeing where I am with car speed on a dry track, and at Winton you actually get a practice session before qualifying! Leading into meeting, my Personal Best at Winton in the E30 was 1:42.2 and usually 2 to 2.5 seconds/lap behind front the front two. This time, in practice I was 4th fastest with a 1:41.9 just behind Sean, with Matt and Rob in low 1:40s.

I made some minor adjustments before qualifying, and got down to 1:40.8, which was good enough for 3rd and 0.8 slower than Matt on pole! From there on in, all the races were very uneventful, being around 0.6 to 0.8 seconds a lap slower than the front two, and the same amount or more faster than 4th place. (The 40 or so Kg that I am over minimum weight is not helping my cause, so I need to get a leg amputated...or start exercising, and remove a little more weight from car).

My new PB is now 1:40.36, so that's almost 2 seconds faster than with the old suspension. Matt broke the old lap record during the same race, but then Rob beat it by even more, lowering it down to 1:38.93

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