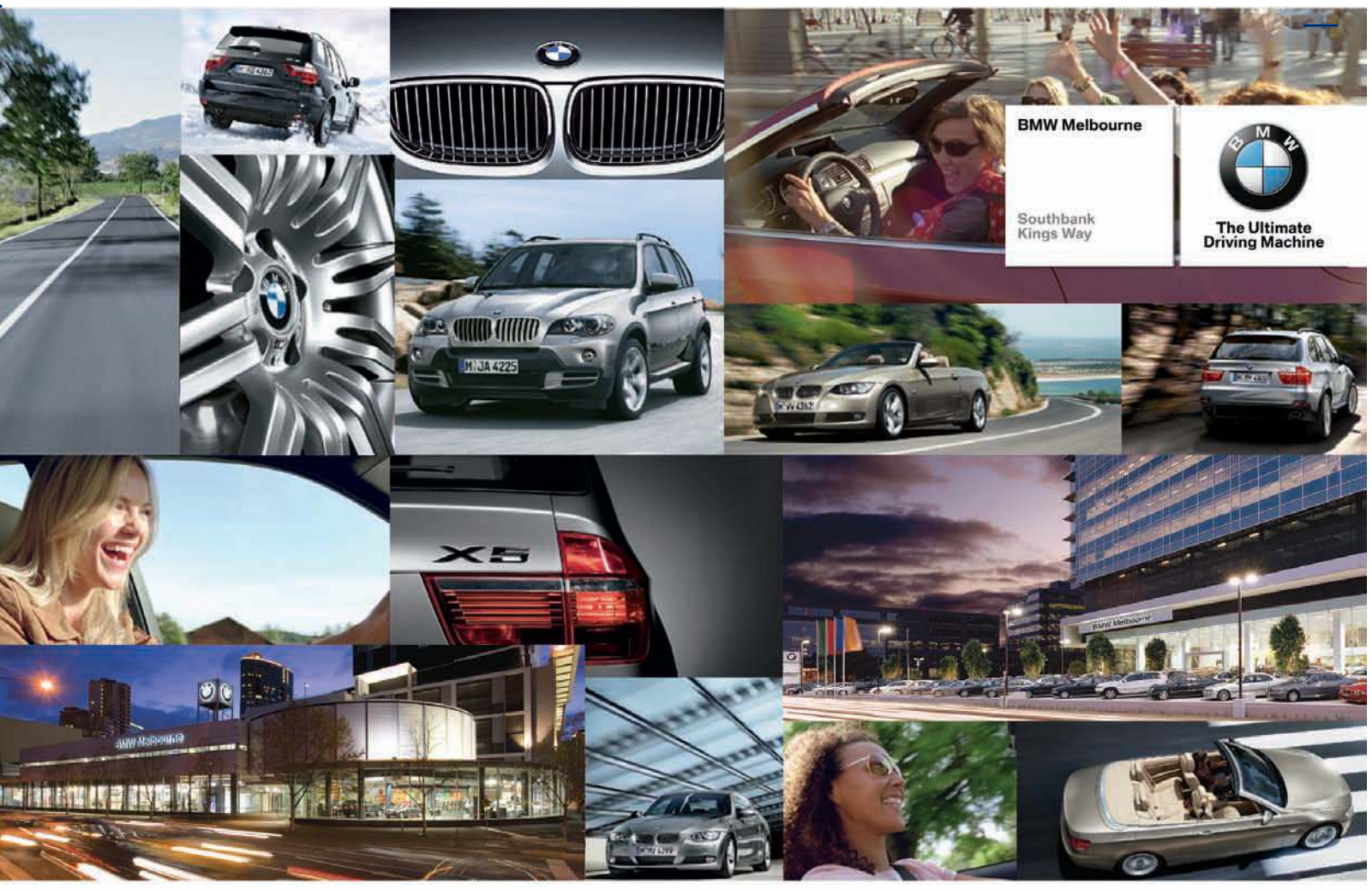
2012 Issue 127

# Top Marque

BMW club

BMW Car Club Victoria

Member of BMW Clubs International Council

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FRONT COVER:


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

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

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



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# FOUR YEARS RUNNING

## BMW 135i Sport Coupe Crowned Best Sports Car

Australia's Best Cars – Best Sports Car under $80,000

The BMW 135i Sport Coupé has continued its awarding winning streak, taking out the Best Sports Car of 2011 as voted by Australia's Best Cars, for the fourth consecutive year.

"Under the bonnet is a 225 kW twin-turbo, direct-injection, 3.0-litre straight-six, winner of several international design awards going back some years. This is one complete engine, readily willing to send the tachometer needle racing to redline, or (thanks to a broad expanse of torque between 1300 and 5000 rpm), impress with its mid-range muscle. And when it really goes to work, there's a stirring soundtrack to match," said the judges.

"BMW has blessed the smart-looking coupe with the ultimate in underpinnings to complement its class-leading performance: near-perfect 50/50 weight distribution, rear-wheel-drive, tuned suspension, hi-tech braking system and a comprehensive tyre and wheel combination. "Simply put, the BMW 135i Coupe is the complete driver's car," they said.

Australia's Best Cars celebrated its 12th anniversary at an awards ceremony held at the exclusive RACV Club. Still today it remains Australia's most comprehensive and independent consumer based award programme. Over 300 new vehicles were rated across a number of key consumer criteria with a special emphasis on the top three performers in each of the 15 categories.

Since its market introduction in 2008, the BMW 135i Coupé has established itself as a cult figure within the performance segment blending striking acceleration, poised and balanced handling, driver excitement and comfort as well as remarkable fuel economy.

BMW PRESS CLUB

# MEET THE COMMITTEE

## Andrew Johnston - Dealer Liaison

Daily Drive: BMW 135i M Sport Coupe

Favourite BMW and why: E92 M3 M-DCT, great drive & soundtrack, terrific grip, adjustable suspension

What do you do for a living? IT Consultant

If you could have any car in the world what would it be and why: Bugatti Veyron SS, the pinnacle in getting you from A to B in comfort and quickly!

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

Greatest road or track ever driven: Mt Buffalo Tourist Road, Phillip Island

Where would you like to drive if you haven't yet? Italian Alps

Ideal way to spend a Weekend? Attending performances of live chamber music, symphonic music, opera, ballet

Favourite Holiday Destination: Europe

Best car collection you have seen? Fox Collection

Is there any particular motorsport you enjoy watching? (Club, F1, V8's etc) F1, MotoGP

Have you met anyone famous? Barry Sheene, Mark Webber

# Are you interested in the Opera?

"The Ring" is coming to Melbourne - no, not the Nurburgring, but it is German and is of equal standing in a different context!

If you are into Opera, and I mean seriously into Opera, Wagner's Ring Cycle is coming to Melbourne (in the State Theatre) for the very first time for an Australian Directed production by Opera Australia in November & December 2013.

Being the "Uber-Event" of opera, tickets for the 4 episode event will go on sale early in 2012, with early preferential sales going to donor patrons in February 2012.

If you would like to know more, please contact Andrew Johnston, Committee Member - Dealer Liaison via the BMWCCV website

# BMWCCV EVENT
## DYNO DAY 18th February 2012

It might have been a while coming, but well worth the wait.....

Do you have an old, new or modified BMW and wonder what power you are getting at the wheels? Well this is your answer – the first Club Dyno Day for 2012.

**Beninca Motors, 581 Canterbury Road, Surrey Hills**
**The event will commence at 10:00am and run 'till 4:00pm**

A light BBQ lunch (sausages, bread, soft drinks) will be providing at approximately 12:30pm.

Cost: $30 BMWCCV Members, $35 Non-Members - Cash/Visa/Mastercard on the day
A further $10 lunch fee for any accompanying partners/family members there without cars.

Front wheel drive cars will be dyno'd first (so please line up early!), followed by factory ride height cars. Lowered race-cars, and any cars arriving on trailers will be last.

### Where to line up
Enter Stirling Crescent from Union Road (Surrey Hills) and park as close to the rear entrance of Beninca Motors (the rear entrance is at the bend in Stirling Crescent – note the white graffitti'd wall with the Alpha Romeo symbol) as possible, bearing in mind any parking signs, and BMWs in front of you!

### Movements on the day
When your car's turn to be dyno'd comes up, you will enter via their rear entrance (in Stirling Crescent) and drive into Beninca's. Beninca's will drive your car into the Chasis Dyno Room.

Once the Dyno is completed, you will be given a full printout of the results (power & torque curves), and you will exit through (what was) Beninca's showroom area and onto Canterbury Road. If you have a low spoiler – and not a lowered race-car – you may find it preferable to turn around in their Canterbury Road carpark and reverse onto Canterbury Road.

Lowered race-cars, including any that come on trailers and are not registered for road use, will be dyno'd last as they will not be able to exit via Canterbury Road, and so would clog up the orderly running of the event.

### Car preparations & precautions
Make sure that all your fluid levels are ok (including fuel of the right octane in the tank!), your tyre pressures are right. If you have light coloured floor coverings in your car, bring some mats you don't mind getting dirty, or heavy rags you can put on the floor, as whilst Benincas will have clean overalls on, their workshop areas are not as clean as a BMW Service Centre.

A standard dyno disclaimer form (attached) will need to be handed to Benincas for your car to be Dyno'd on the day.

As we need to obtain accurate numbers to ensure that we can accommodate you, you must register for this event (and not simply turn up on the day).

This is likely to be a very popular event, so you MUST register by Monday 14th February
(The Club reserves the right to close registrations early if we reach capacity beforehand.)

Registration is by emailing your particulars below to events@bmwccv.com.au

Name:
Car Rego:
Model of car:
Front or Rear Wheel drive:
Whether car is lowered below what would be considered a factory setting these days:
Whether car is coming on a trailer:

Andrew Johnston
Dealer Liaison

# WE SPEAK YOUR BODY LANGUAGE.

In the event of an accident, who would you trust to repair your valuable possession back to its factory quality finish? Whether it's a minor scratch or a major accident repair, your vehicle is better off in the hands of experts. At the BMW Bodyshop every paint and panel technician is highly trained in BMW repair techniques. The BMW Bodyshop is owned and operated by BMW Melbourne working with all the major Insurance Companies. Insist on the BMW Bodyshop.

Our services include:

- Full BMW accident repairs
- Glass breakage repairs
- Trim and Convertible roof repairs
- Able to liaise with all insurance companies
- Aerodynamic and styling kits fitted
- Detailing
- BMW Insurance
- BMW Hire cars

Don't hesitate to contact our friendly staff for an appointment. We will get you back on the road as quickly as possible.

**BMW Bodyshop**
770 Lorimer Street, Port Melbourne, VIC 3207.
(03) 9676 7666
bmwbodyshop@bmwmelbourne.com.au

# THE SAVING OF A TREASURE

WE'VE ALL HEARD THE EXPRESSION "BARN FIND" ... a situation where something nice is found tucked away in someone's garage, seemingly forgotten and neglected. We all dream of that situation:  My personal dream was to find an E9 3.0CSL and rescue it. Given their rarity, that's not likely to happen, but let me tell you a story ....

A friend of my brother was visiting Melbourne (he lives in Brisbane) and came to my house for dinner. I knew Ian was a car person, and over dinner Ian asked if he could see my "toys", tucked up in the garage under their covers. Of course, so off came the covers so Ian could see my 2002tii and E28 M5.

Now, Ian is an "Alfisti" among other things, and races an Alfa Sprint. On seeing my cars, Ian said "I've got a BMW, in fact, I need to find a home for it." "What is it?" I asked. "Oh, I don't know, 1981 3-something ... it was my son's car but he wasn't looking after it so I took it off him and put in the garage ... I'll send you some photos, see if you can find a home for it."

I thought little more of it until a few months later when I emailed Ian and asked for the photos so I could at least broadcast its availability through the Club network. Well, Ian is my vintage and admits to not being too IT-literate, so he sent a packet of photos by snail mail. I couldn't believe my eyes! The 1981 3-something turned out to be an ... E21 323i JPS!!!!

Sure, it was grubby and dusty and had the wrong wheels on it, but it looked amazingly straight and complete. Ian was honest, he said he wasn't sure how well it went, or even if it went. Some quick email traffic later and the car was mine and Ian agreed to assist in sending it to Melbourne for me. I made a booking with Patrick Autocare and down she came.

When it was driven ... note "driven", so it did actually go ... into the delivery yard at Patricks, I thought "oh dear, what have I done?" it was dirty beyond belief, but sounded OK with a very healthy burble from the (correct) twin exhaust pipes. It had an after-market spoiler fitted to it but looked generally unloved. Too late now, I've paid for it, so my first ever drive of an E21 was to take my own one home. I was very pleasantly surprised at how well it drove. It turned nicely (even if the steering was unassisted heavy, it's called flat tyres!) but the brake pedal was soft. It accelerated cleanly and the body was nice and tight. Couldn't be all bad. Or could it?!

First job was to empty it out of all the junk inside it. Ian had done the good thing and posted the boot keys to me because in the boot was the very rare original rubber ducktail spoiler. It took a while for the Post Office to find me .... Emptied and vacuumed, I pressure washed the body and under the guards and gave the dust collection affectionately known as "the engine" a good going over. It was starting to look better. The bodywork was washed, twice, with warm water and Meguiar's Soft Wash Gel and I could see that there was the basis of a nice little car in there trying to get out. I could see now what Ian had said about his son not looking after it, and every hour spent on the car had it looking better and better.

John Gould is a sucker for a nice car so a very productive Saturday was spent with JG claying and polishing the paintwork. Getting there! The aftermarket spoiler was removed, leaving four delightful holes in the boot lid, and the rubber ducktail fitted. I had found some rust bubbles under the side windows where the car had probably sweated in Queensland's climate, so repairs are going to be required to the boot and side sills.

It had a headlight out ... fitting a new H4 is a new experience in pain and fiddly, akin I imagine to performing brain surgery through a straw! But even the brand new bulb didn't work and there was an ominous fizzing sound from the fuse box. Now I have an arrangement with the auto electrician over the road from my business ... he doesn't load containers and I don't do electrics, simple as that. The car was booked in for a check up. Steve's analysis was that I had bought a "very high speed barbecue just looking for somewhere to happen". There were live wires everywhere behind the dash and in the boot (the keys had appeared by this time) and Steve worked his magic.

Everything now worked as it should.

And safely!

# THE SAVING OF A TREASURE

Home again, and in the boot with the spoiler I had found the sunroof lining panel. About a fiddly hour later it was refitted and working as it should. It took four hands to do it, but another step completed. The front carpets and boot carpet were hung on the fence, soaked in a fabric cleaner, and pressure washed ... is that cold coffee coming out of them? Dried off with a window squeegee and sun-dried, almost new again. The driver's side carpet was beyond redemption, so a new one was made and fitted. Some ancillary bits and pieces were sourced from Bell Motorsport from a wrecker that Graeme had in his yard.

That soft brake pedal turned out to be undersized discs and the wrong pads, so they were all replaced, along with the pad sensors, and the result is a firm pedal. The Club registration scheme is a good idea for cars such as this and with Graeme's Bell's assistance, the car was registered and its new red plates fitted.

Work continued on the bodywork with more polishing and cleaning. I cleaned the interior which was complete with the genuine Recaro seats and trim. Missing is the JPS plaque for the dashboard, the chances of finding one of those are fairly remote. Screws holding the dash and panels in were tightened and in some cases replaced, it is amazing how close this car is to my 2002tii, its parentage is very evident in so many ways with the methods of fixing and design.

The car sported a set of JPS badges but they were the wrong ones. Enquiries revealed the proper ones are no longer available ... unless you know where to look, and I "found" a supply of them, and bought them all. I have since sold off the surplus to interested owners, and surprise surprise, my source has some more so they have been bought too. Talk to me if you want some ...

So, what we have is a very clean and amazingly straight E21 323i JPS. The rubber ducktail has to come off because a] it is the wrong one and b] mine was never fitted with one anyway. We think it is an early E24 6-Series one ... BMW Australia commissioned the JPS range to recognise the results of Team JPS BMW in Australian touring car racing in the early '80s when Allan Grice was the principle steerer, replaced by Jim Richards.

The JPS range included very few E12 5-Series, 70 E21 3-Series, limited numbers of E24 6-Series, two (one each for Jim Richards and Frank Gardner) E28 5-Series and 30 E30 3-Series. How many are left? Who knows? The factory BMW-built cars were said to be "outrageously expensive" so some of the dealers commissioned their own examples and it appears mine is one of those which explains its delete-option rear ducktail.

While the cars did have JPS-identifying plaques on the dashboard, it is strange that no build numbers seem to have been recorded. Finished in solid black with a fine gold pinstripe, JPS badging, Recaro interior and BBS-Mahle gold-centred alloy wheels, they are unique and very attractive. Mechanically they are to 323i Sport specification which really is just a handling and suspension upgrade. Mine doesn't sound standard and I wonder if it has had some engine work in its troubled earlier life? It certainly drives as though it has.

What to do with it now? It is good to have been able to save a nice little car from an uncertain future, and while there I still some work to be done, it is good to look at and drive. I had planned to run it in club circuit events but Evelyn would prefer I didn't. Can I justify three toys? What I think will happen is that I will get it finished and then offer it for sale to a good home.
.....and then do another one!

Stewart Garmey

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# BMW AT THE 42ND TOKYO MOTOR SHOW

The introduction of groundbreaking drive system innovations sees BMW taking driving pleasure to consistently greater heights, while at the same time reducing fuel consumption and emissions to ever lower levels. At the Tokyo Motor Show 2011 (3 – 11 December 2011) the German premium carmaker is underlining its pace-setting development expertise in this field with the presentation of next-generation BMW ActiveHybrid technology, new four-cylinder petrol engines with BMW TwinPower Turbo technology and – for the first time in the Japanese market – a six-cylinder in-line diesel engine with BMW BluePerformance technology.

This year's Tokyo Show is hosting the world premiere of the new BMW ActiveHybrid 5. The full-hybrid Sedan brings together a six-cylinder in-line petrol engine, an electric drive system, an eight-speed automatic gearbox and a high-performance lithium-ion battery. This package of technology allows the brand's third hybrid model to be driven on purely electric power around town, offers drivers a boost function delivering extremely dynamic acceleration, and enables the car to coast with the combustion engine switched off. The BMW ActiveHybrid 5 also comes with a globally unique intelligent energy management system, which works in tandem with the navigation system to prepare the car's drive functions in advance for upcoming road conditions.

Members of the new generation of four-cylinder petrol engines with BMW TwinPower Turbo technology see action not only under the bonnet of the new BMW 1 Series, but also in the BMW X1 xDrive20i. And BMW TwinPower Turbo engines also provide the heartbeat of the new BMW 6 Series Coupé. Here again, the result is driving pleasure taken to another new level and efficiency without parallel in this market segment.

Advanced Diesel technology, including BMW BluePerformance, gives BMW another string to its bow when it comes to drastically reducing emissions on the road. Indeed, Japan is now preparing to welcome its first diesel BMW. The BMW X5 xDrive35d BluePerformance combines a sporty, commanding appearance with the imposing pulling power and exemplary emissions of its 3.0-litre six-cylinder in-line engine. In addition to a diesel particulate filter and oxidation catalytic converter, its exhaust treatment package also features an AdBlue system with urea injection to reduce NOx levels in the car's exhaust. All of which allows BMW BluePerformance technology to make its exhaust emissions as clean as possible and therefore satisfy the world's most stringent exhaust standards.

BMW PRESS CLUB

# BMW GROUP AND TOYOTA PARTNERSHIP

BMW Group and Toyota Motor Corporation (TMC) announce that they today signed a memorandum of understanding (MOU) concerning a mid-to-long-term collaboration on next-generation environment-friendly technologies. Under the MOU, the two companies agreed on a collaborative research in the field of next-generation lithium-ion battery technologies. Furthermore, they have agreed to identify and discuss other possible collaborative projects.

In addition, Toyota Motor Europe (TME), TMC's European subsidiary, and BMW Group have entered into a contract under which BMW Group is to supply 1.6 liter and 2.0 liter diesel engines to TME starting in 2014. The engines will be installed in certain Toyota-produced vehicles planned for sale in the European market. Through this agreement, Toyota plans to expand its European lineup and sales of fuel-efficient, low CO2-emission diesel-powered vehicles.

Marking the announcement, Norbert Reithofer, Chairman of the Board of Management of BMW AG, said: "Toyota is the leading provider of environment-friendly series technology in the volume segment and the BMW Group is the most innovative and sustainable manufacturer of premium automobiles. We are now joining forces to further develop environment-friendly technologies and to expand our innovation leadership in each of our segments. Supplying Toyota with our fuel efficient and dynamic diesel engines represents another important step in the planned expansion of our sales activities for engines and powertrain systems."

Representing TMC, President Akio Toyoda said: "It is a great joy and a thrill to enter into this mid-to-long-term collaborative relationship with BMW, a company with its own culture and history from its many years of car manufacturing in Europe, and a company that makes cars that are fun to drive. In the spirit of contributing to furthering the development of the auto industry and society, both companies will bring their wide-ranging knowledge - starting with that concerning environmental technologies - to the table and make ever-better cars." BMW PRESS CLUB

# BMW CLUB MEETING NEWS

Almost all of us (that are old enough) had a poster of a Lamborghini Countach or Ferrari Testarossa on the wall of our bedroom when we were kids. Also many hours of playing the Video game Out Run at Time Zone in the City, and of course we all saw Miami Vice...

So while just looking around the net I came across a Ferrari Testarossa for sale in the UK. As it turns out, I had a friend over there on holiday to see the Isle of Mann TT. So I called and said, you just have to go and have a look at this car. Two days later, I get an email saying he has paid a deposit, and we better get the shipping arranged. That was in May.16th of October, it was available for unpacking.

Many thanks to David for the detail job to bring up the Rosso Corsa paint. Then a good steam clean of the under body and we have a 1988 supercar parked next to our E30 convertible in the garage. Not bad when you open the door.

It's not a BMW, but we have the 1988 E30, and a 1987 BMW K100 RT John Player Special (1 of 25 made) so with 2 other motor bikes (1972 Kawasaki H2 Race bike and 2001 Suzuki GSXR1000) and our 2 daily drivers (2005 Honda MDX and 2008 Honda Civic Sport) the garage and driveway are pretty full. The E30 or the Testa could be sold to start the search
for the next toy....

Andrew Oosterweghel

TigerSoft

| | |
|---|---|
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**Tigersoft** is the only aftermarket company in Australia that can modify these options for you, and all at a very reasonable price.

# THE BMW 6 SERIES GRAN COUPE

The presentation of the BMW 6 Series Gran Coupe sees BMW venturing into a new vehicle segment once again. The third model in the BMW 6 Series line-up follows in the tyre tracks of the Convertible and Coupe, and is the first four-door Coupe in the history of the brand. The athletic elegance of the car's design makes it a particularly handsome addition to the range. Powerful engines and sophisticated chassis technology combine to produce an impressively dynamic driving experience. And the BMW 6 Series Gran Coupe also makes its mark with exclusive equipment features and a level of practicality unmatched by its premium four-door Coupe rivals.

## The design: athletic elegance and an exclusive aura

The BMW 6 Series Gran Coupe integrates the stand-out looks and dynamics of a Coupe into a fresh new model with a fascinating character all of its own. The hallmark proportions of a BMW are reproduced in an unusually low-slung, sporty package given the car's four-door construction. And they are defined by a fresh interpretation of the three-box design: a sweeping, powerfully contoured bonnet, a long wheelbase – giving the car an elegantly stretched appearance – and a set-back passenger compartment. In addition, its low height and a roof line that flows in a shallow arc into the rear allow the BMW 6 Series Gran Coupe to set a new aesthetic benchmark for four-door cars.

The design of the interior creates a harmonious link between the front seats and the rear, and embodies the perfect combination of elegance and dynamics. The driver-focused cockpit, front passenger area bordered by elegantly sweeping surfaces and generously sized rear compartment combine joy in the car's dynamic potential with travel comfort amid a stylish and luxurious ambience. The BMW 6 Series Gran Coupe comes with 4+1 seats, while a 113-millimetre longer wheelbase than the BMW 6 Series Coupe allows it to offer a noticeable increase in legroom for the rear passengers. Plus, a through-loading facility and folding rear seat backrests give a further boost to practicality and increase boot capacity from 460 litres to 1,265 litres.

## The driving experience: a picture of dynamics and comfort

The BMW TwinPower Turbo engines available for the BMW 6 Series Gran Coupe major in sportiness and efficiency. The six-cylinder in-line petrol engine in the BMW 640i Gran Coupe develops 235 kW/320 hp, while the straight-six diesel powering the BMW 640d Gran Coupe serves up 230 kW/313 hp. The icing on the cake of the model range will be provided by the BMW 650i Gran Coupe and its 330 kW/450 hp V8 powerplant. The BMW TwinPower Turbo technology of the new-generation eight-cylinder unit now also includes VALVETRONIC fully variable valve timing. All the engine variants work in tandem with an eight-speed sports automatic transmission, while measures such as the Auto Start-Stop function and ECO PRO mode – activated using the Driving Experience Control switch – help to reduce fuel consumption. It will also be available with BMW xDrive intelligent all-wheel drive.

The chassis technology built into the BMW 6 Series Gran Coupe includes a double-wishbone front axle, an integral rear axle, Electric Power Steering and a high-performance braking system. Plus, the Servotronic function and Dynamic Damper Control both also come as standard. Among the items on the options list are Integral Active Steering and the Adaptive Drive system.

## Equipment: exclusive features, innovative technology

As well as the eight-speed sports automatic transmission and Dynamic Damper Control, the high-quality and extensive range of standard equipment awaiting BMW 6 Series Gran Coupe customers in Germany includes electrically adjustable leather seats, 2-zone automatic climate control, xenon headlights, 18-inch light-alloy wheels, the Radio Professional with HiFi loudspeaker system, and automatically dimming exterior and rear-view mirrors.

The line-up of driver assistance systems and mobility services from BMW ConnectedDrive includes BMW Parking Assistant, Surround View, Collision Warning with braking function (in conjunction with Active Cruise Control), Lane Change Warning, Lane Departure Warning, Speed Limit Info, the anti-dazzle High-Beam Assistant, BMW Night Vision with pedestrian recognition and the BMW Head-Up Display.

BMW PRESS CLUB

# BM-1976, THE SAGA

This is the story of my little 2002 registered, BM-1976. Manufactured in Germany in October 1975, Australian compliance plate dated January 1976. I purchased this car in March 1998, registered NJJ-302, from my then girlfriend's father for $2200 to be the replacement for my daily driver. It did remarkably well until late 2000 when I decided NJJ-302 needed the T.L.C she needed when I bought her. The plan was to give her a coat of paint and a freshen up ready for the year of the car 2002.

Upon first checks of the car there were a lot of crows feet in the rear panels. Being a young influenced "P" plater I was coerced into putting a large speaker into the boot which accelerated the damage that was done to the paint and panels at the rear of the car. After finding a lot of body filler under the crows feet it was time to go digging ... Only to find more problems the further I went. Needless to say the car had been involved in an accident in its earlier life and the repairs were starting to become unravelled.

Being on apprentice wages made going very slow till early 2001 when progress came to complete stop so I could start saving for our up coming September wedding. In 2002 my plans of having it back together were foiled when my other car, a 1977 E12 520i, had to be replaced. But a lucky break (in the windscreen) led me to Peninsula BM who had an accident damaged 2002 that was purchased for $1400. This gave me the basis to start the major rebuild needed, the donor car gave its all as doors, glass, motor and gearbox were transplanted into my car converting it to a 4speed manual at the same time and saving me a lot of money!

Time constraints due to a lot of extra hours at work slowed things down again until the announcement of the British and European motoring show at the Dandenong show grounds in 2005 where I made more time available to get the car back on the road, permanently. I made it to the show with a couple of weeks to spare, and since then it has been a semi regular driver, I was unhappy with results from the 05 car club show and shine, so I decided to try re-spraying the car again, with much better results in early 06. Persistent polishing has brought the paint up to a much more desirable finish.

In early 2007, the front leather seats from a 633 were purchased for a measly $204 (for the pair) from Ebay. Fitment of seat rail adapters and now the comfort has largely increased. In late 2007, courtesy of an inconsiderate driver (who reversed in the middle of an intersection) the front suffered minor damage requiring a visit to BMW Body Shop in Port Melbourne. The centre grill and chrome trim along the front of the body were replaced with new parts and a minor dent in the nose was repaired.

In February 2008 (after a few hot days in a row) the original radiator gave up the ghost. Sourcing a local radiator was painful to say the least. I found a supplier in the USA who made direct replacement polished aluminium radiators and as the Aussie dollar was really good I decided to buy one. Once it arrived I found the term "direct replacement" must mean something different in the states as the radiator was wider than the original in both directions. The only way to get the radiator to fit was to remove the fan on the water pump and fit an electric fan.

In May 2008, Sale of personalized plates (from another car) allowed me to look at getting personalized plates for my 02, a few hours of trying different combinations of number plates on the Vicroads web site found BM-1976 was still available.

**Extra features**

- It has had a 5 speed conversion done in 06 and an E21 Limited Slip Differential fitted in 2009.
- A larger Webber carburettor fitted (with thanks to Graeme Eime) and an electric fuel pump. A recent dyno run had a healthy (for an 02) 59.3 Kw
- 80 amp alternator to cope with upgraded battery terminals with inbuilt voltage meter.
- Remote central locking and alarm.
- E30 factory cross spoke wheels, Including spare, With custom centre caps.
- October 2006: I decided to re-do the subwoofer enclosure to make things a lot more presentable (Thanks again to Glenn for the illuminated BMW sign & wheels)
- In 2008: BM-1976 plates purchased from Vicroads
- All lights upgraded to LED lighting except for indicators.
- HID upgrade lights to main headlights.

All work done to this car has been done by myself personally and always done with budget in mind. Total of restorations and original purchase price of the car comes to around $4500.Needless to say this car is a major part of my life now and I must thank my wife for being patient with me! My next project is A BBQ trailer made from the back half of another 2002!! Stay tuned!!

RODNEY BATEMAN

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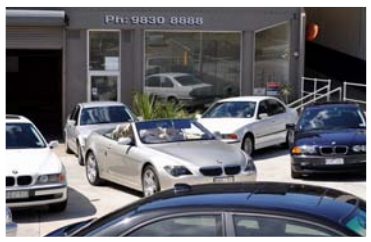

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# AUTO TROPHY 2011- TRIPLE SUCCESS FOR BMW

**Readers of Auto Zeitung vote for the new BMW 1 Series and BMW 5 Series as their favourites in the compact and upper-range categories. BMW also receives the Quality Trophy.**

The BMW 5 Series continues its series of victories, while the new BMW 1 Series is just getting started. Both models have now been awarded the “Auto Trophy 2011”. Readers of the car magazine “Auto Zeitung” voted the new BMW 1 Series as the clear winner of the compact class and made the BMW 5 Series their clear favourite in the upper-range category. BMW’s outstanding results are rounded off not just with numerous other top-3 placements and but in particular the award of the “Quality Trophy”. This title is awarded by the editors of “Auto Zeitung” in collaboration with the technical inspection organisation Gesellschaft für Technische Überwachung (GTÜ). The award ceremony for the “Auto Trophy 2011” was held yesterday at the Meilenwerk in Düsseldorf. Representing the Munich-based premium automobile manufacture and there to receive the trophies presented by TV host Barbara Schöneberger and Volker Koerdt , editor-in-chief of “Auto Zeitung”, were Board Chairman of BMW AG, Dr. Norbert Reithofer, along with Dr. Klaus Draeger, Head of Development, and Ian Robertson, Head of Sales and Marketing.

Class victory in the “Auto Trophy” is the second renowned award for the new BMW 1 Series, coming just a few weeks after it received the “Golden Steering Wheel” from “Bild am Sonntag” and “Auto Bild”. The powerful impression left both on professional testers and the general public by the compact model launched in September is mainly due to its sporty character. Powerful engines with BMW TwinPower Turbo Technology and the car’s rear-wheel drive - still unique in the compact class - guarantee unsurpassed driving pleasure. At the same time, the improvement on the predecessor model is characterised by optimised ride comfort, increased interior space and innovative fittings. 28.2% of “Auto Zeitung” readers voted for the BMW 1 Series as the top-ranking car in the compact class.

The BMW 5 Series achieved an even clearer vote in the upper-range class with a 37% share of the vote cast. The “Auto Trophy” is now added to its already impressive collection of titles. The BMW 5 Series is the world’s best-selling automobile in its segment. Both the Sedan and the Touring model embody elegance and sporty flair in unique harmony. The BMW 5 Series also occupies the leading position in its category in terms of its efficiency ranking. A extensively renewed range of engines and new options have added additional appeal since autumn 2011.

The “Auto Trophy” was awarded for the 24th time this year. Over 100,000 “Auto Zeitung” readers took part in the vote, choosing their favourites from almost 400 current models in 29 categories. The most successful models ever in this competition include the BMW 1 Series Convertible, which came top in its class the last three times in succession, finishing second this time around. Other BMW model to finish in the top three were the BMW X3, the BMW X1, the BMW 3 Series, the BMW 6 Series Convertible and the BMW 6 Series Coupé.

The BMW brand also received a special prize awarded by “Auto Zeitung” and the technical inspection organisation Gesellschaft für Technische Überwachung (GTÜ) - the “Quality Trophy 2011”. This prize seeks to recognise the quality and reliability of the current automobile range, with the BMW 1 Series, BMW 6 Series and BMW 7 Series receiving especially good ratings. The ratings are based on the results of some eight million automobile inspections carried out over the last two years. Information from the “Auto Zeitung” quality and service report was also used.

BMW PRESS CLUB

# NEW APPOINTMENT AT BMW GROUP AUSTRALIA

BMW Group Australia has appointed Scott Croaker to the position of Product Communications Manager, effective from the start of 2012. Scott, 39, brings a diverse range of skills and knowledge he has developed over 23 years of experience with BMW in Australia in the Aftersales and Professional Development and Training Departments.

Head of Corporate Communications, Piers Scott, has welcomed the move. “Scott’s industry experience and detailed product knowledge make him a valuable addition to our team” Piers said.“With the rapid expansion of our model range and the introduction of exciting new drivetrain technologies, Scott’s appointment reflects a renewed focus on technical excellence in all our brand communications.”

BMW PRESS CLUB

# THE ROAD TO JAMIESON

## Quite possibly the best road you will ever drive in Victoria

On the way to an overnight trip up north a few weeks back I stumbled on what is probably the best driving road I have found in Victoria. I thought I better share this with fellow club members before it becomes busy or overrun and is no longer so. We were driving on the very familiar roads up to Eildon, through the Black Spur when my friend spotted an extremely windy road in google maps while plotting our route on his Android tablet. We were initially worried that this road might not be paved and therefore destroy the car with stone chips (not to mention my tyres were only just roadworthy) but figured we could always turn back. Turns out our fears weren't so silly, the road was sealed only 6 months ago, it was fresh. This explained the loose stones that were all over the sides of the road.

We had no idea what we had just gotten ourselves into. We should have known that if it looked so windy on the map, it would be 10 times worse in real life. This was hard work! I originally tried to attack the road at the speed limit of 80km/h but that was just suicide, most of the time I was lucky to be going more than 60km/h (which felt much faster). As soon as I was out of one corner, there was another waiting. About half way through, my arms actually started to get tired, I was exhausted from steering and concentrating! The saving grace was that as yet we had not seen another car.

We found a spot soon after to stop at. One thing I had failed to notice was how beautiful the area around us was, it felt like we were in the middle of nature with views of parts of Lake Eildon. I imagine only a year or so before that the area would have been incredibly dry but with the lake now at 95%, there was plenty of water and plenty of green. We then thought we heard another car coming and the last thing we wanted to happen was to be stuck behind some slow 4WD so we ran to the car like we had just seen the bat signal and it was the bat mobile and split very sideways. It was then I realised that driving this road I had probably just polished off the remaining tread off my tyres on this road and that by the end of it, my tyres would probably be unroadworthy.

Murphy's law hit and within minutes we had caught up to a slow 4WD. He was going no more than 30-40km/h an hour and considering we had stopped and were going considerably faster originally, he must have been going even slower at times! Then something happened that rarely happens in Victoria and Australia. The driver indicated left and waved us past. Had I just seen some courtesy on the road? I thought that died off with the BMW M naturally aspirated engine. This truly was a road built by the gods!

We soon got our biggest indication yet that this road was probably only meant to be driven at 40km/h an hour when we saw a sign for a scenic lookout ahead at the same time we pretty much passed it, whoops. It looked amazing and next time I am definitely going to stop there. I then started to wonder if I had actually seen a 80km/h speed sign originally or whether I had just made that assumption. Considering I was in a late model exotic sports car and was struggling at 60km/h, your run of the mill family wagon or 4WD would surely write themselves off at that speed. So in hindsight, the speed limit was probably more like 60km/h but who knows, that's another thing I can check out when I get back there. Something I have vowed to do with the other 2 beasts in the family arsenal just to see how they each handle it in their own way.

At the end of the 60 or so km, I yearned for a straight boring freeway, I was wrecked! We noticed a sign for a brewery in the opposite direction to where we wanted to go, even this couldn't motivate me (that and we were on our way to a different brewery). Later on I realised that was actually Jamieson brewery and kicked myself for not going although really it just gives me another excuse to drive the road again, this time prepared. Needless to say my tyres were so shot by the end my DSC light became like a disco light on any sort of slightly slippery surface. It was a good way for them to finish off.

**How to get there:** From Melbourne head towards the Maroondah highway and go up through Healsville and through the Black Spur. Then head towards Eildon and look for the sign on the right just before you hit town, it is signed to go to Jamieson. **Length:** Approx 56km **Difficulty:** intermediate Things to look out for: This is apparently a favourite with motorbikes, although we didn't see any I have since seen videos on youtube. Also slow drivers in 4WD's, they come up very quickly. If you are taking most corners more than 60km/h you are probably driving hard depending on your car. There is still lots of loose gravel as it is a new road. Most corners do not have advisory speeds, so watch out, I got some serious understeer at times from coming in way too hot.

Marc Warshall (mwarshall@hotmail.com)
*Note: This article was written in October 2011*

# BMW AT THE 2012 NAIAS DETROIT
## The new BMW 3 Series Sedan

- New BMW face emphasises dynamic and elegant design.
- BMW 3 Series now available in three different equipment lines.
- Full-colour Head-Up Display for the sports sedan.
- Sporty suspension tuning with enhanced ride comfort.
- All engines with the latest BMW TwinPower Turbo technology.
- All engines can be combined with an eight-speed automatic gearbox.
- Driving Experience Control with Eco Pro mode; Auto Start-Stop function included as standard.

The sixth generation of the BMW 3 Series Sedan, the world's best-selling premium car, sets new benchmarks in terms of sporting prowess, elegance and comfort. The pioneering history of the 3 Series serves as inspiration for the new sports sedan, whose powerful styling represents a fresh interpretation and conscientious development of traditional BMW design cues. The new BMW face, with flat headlights reaching along as far as the BMW kidney grille, emphasises the elegantly dynamic design of the new BMW 3 Series. The sixth generation of the 3 Series has grown in size compared to its predecessor, with its wide track (front + 37 mm, rear + 47 mm) particularly prominent, and the car's increased length (+ 93 mm) and augmented wheelbase (+ 50 mm) also accentuate its sporting silhouette. Inside the new BMW 3 Series Sedan, the noticeable increase in space benefits the rear passengers above all. And the BMW 3 Series range is now also available in a trio of trim and equipment variants – the Sport Line, Luxury Line and Modern Line. Each presents its own individual take on the character of the sports sedan, with exclusive, high-quality material combinations and unbeatable build quality underlining the premium ambience of the new range.

Drive and chassis technology have always been key areas of expertise for the brand, and agility and driving dynamics remain outstanding attributes of the new BMW 3 Series Sedan. The new car belies its larger dimensions with a kerb weight 40 kilograms (88 lb) below that of its predecessor. In addition to the sports performance typical of the brand, the further enhanced levels of comfort on board the new 3 Series make a significant contribution to driving pleasure.

A choice of two refined, economical and muscular engines – all of which feature new BMW TwinPower Turbo technology – will be available for the new BMW 3 Series Sedan from launch. In addition to two further optimised diesel powerplants and the already successful six-cylinder petrol unit, customers can also enjoy the talents of the new turbo-charged four-cylinder variant in the BMW 328i. This latest-generation petrol engine rewards the driver with a dynamic driving experience coupled with reduced fuel consumption and emissions.

BMW is the first carmaker to offer an eight-speed automatic gearbox in the premium mid-size segment. It can be specified in combination with any of the petrol and diesel engines in the range and links up with the Auto Start-Stop function that comes as standard. Compact and exceptionally efficient, it allows the new BMW 3 Series to match or outperform models fitted with the standard six-speed manual gearbox in terms of both fuel economy and emissions. The new eight-speed automatic brings together shift comfort, dynamic performance and efficiency of the highest order, making it the perfect partner for the new sedan's dynamic potential.

As components of the BMW EfficientDynamics technology line-up, the Auto Start-Stop function, Brake Energy Regeneration, Optimum Shift Indicator and need-based operation of ancillary components (including a disengageable air conditioning compressor) also play their part in reducing fuel consumption. Added to which, the new Driving Experience Control switch not only offers Comfort, Sport and Sport + options, but also ECO PRO mode, which gives all the models in the range the potential to further improve these figures. This switch helps drivers maximise fuel economy through their driving style, thereby enabling them to increase the distance they can travel between visits to the pumps.

Enhanced superiority, convenience and safety thanks to intelligent connectivity. BMW ConnectedDrive offers an unmatched combination of driver assistance technology and mobility systems for the new BMW 3 Series range. A new arrival in the premium mid-size segment is the latest-generation full-colour Head-Up Display, which projects key information – in sharp resolution – onto the windscreen so it appears directly in the driver's field of view. Also available is Surround View with Side View and Top View, which gives a bird's-eye perspective of the vehicle and the area around it.

BMW PRESS CLUB

# BMW CLUB EVENT - CHRISTMAS 2011

## Christmas Show and Shine at Charlies Auto Museum

The day started out grey and threatening, and unfortunately the threats came true, no less than 5 mins on the road to the first pick up point and BMW headquarters in Mulgrave, the clouds opened up and I drove straight through the middle of it.

On arrival at BMW Mulgrave there were 2 cars waiting. Slowly more cars arrived and by the nominated departure time there were 9 cars including myself to head of in convoy to the next pick up point in Lyndhurst. Amongst these cars was a rare E36 Touring, The first one I had personally seen in Australia. A recently imported black early 6 series and e28 on club plates.

On arrival at Lyndhurst, we were joined by another car who we had just missed as we left Mulgrave. Leaving Lyndhurst behind we took a leisurely drive on the main highways down to Mornington BMW, where there were a lot more members awaiting the convoy.

Mornington BMW were kind enough to open their showroom for show and shine attendees to get a coffee and drool over the new cars on display. After thanking our hosts, we left Mornington BMW and headed to The Esplanade for the coastal cruise down to Dromana for the drive up the twisty section of Arthurs Seat. I must say I have never had the pleasure of leading such a convoy before and seeing peoples faces as the convoy passed by.

On arrival a Charlies Auto Museum cars were scored if they wanted and the museum was explored at length. In total there were 38 cars on display of those there were 14 brave people who had their cars judged. I hope we can get a few more cars for judging next time.

I would like to personally thank the staff at Mornington BMW and Charlie's auto museum, and all those members and guests who turned up on the day.

I would also like to thank my fellow judges for doing a good job under the conditions and being able to compensate for the rain shower half way through judging.

If any one wishes to learn what the judges are looking for there is a judging criteria sheet posted on the forums, or email me and I will forward you a copy.

Also if any one wishes to become a judge please let a committee member know and we will pair you up with an experienced person to assist in teaching you what to look for.

Upcoming events for the Celebration of Excellence are:
Round 2 at Phillip Island Classic on Sunday 11th March
Round 3 at RACV Classic Flemington Racecourse 29th April.
These will be updated on the calendar on the forum as details are finalised.

http://www.bmwccv.com.au/forums/calendar.php

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# BMW CLUB EVENT - CHRISTMAS 2011

Best of Show

| BMW CAR CLUB OF VICTORIA INC. | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 2011 CELEBRATION OF EXCELLENCE. | | | 4-Dec-11 | | | | | | | |
| BEST OF SHOW AWARD | | | | | GRAND | 1 | 2 | 3 | 4 | 5 |
| No: | CLASS | NAME | CAR | REGO | TOTAL | ENTRANT | EXTERIOR | INTERIOR | BOOT | ENGINE |
| | | | | | 500 | 100 | 100 | 100 | 100 | 100 |
| 1 | F | BATEMAN Rodney | 2002 | BM1976 | **383** | 86 | 78 | 72 | 74 | 73 |
| 2 | C | BATEMAN Rodney | E36 325i | RB 1976 | **368** | 55 | 76 | 76 | 74 | 87 |
| 3 | C | BURKE Ian | Z3 M Roadster | V IB 010 | **363** | 47 | 71 | 71 | 84 | 90 |
| 4 | B | WHELAN Tony | E65 760Li | ARW 760 | **345** | 56 | 61 | 69 | 74 | 85 |
| 5 | B | SMITH Rod | E46 330ci | V BM 033 | **341** | 47 | 74 | 65 | 75 | 80 |
| 6 | C | GREEN David | E31 850i | BM 850I | **335** | 61 | 72 | 62 | 71 | 69 |
| 7 | C | ATKINSON John | E36 318i | QJC 239 | **333** | 64 | 69 | 60 | 61 | 79 |
| 8 | D | MUIR Scott | E32 735i | 11406H | **320** | 70 | 59 | 66 | 61 | 64 |
| 9 | B | STEPHENS Keith | E46 330ci | TVE 926 | **319** | 40 | 67 | 69 | 71 | 72 |
| 10 | R | O'NEILL Matt | E30 Racecar | 03440 H | **279** | 75 | 47 | 37 | 52 | 68 |
| 11 | D | BUTCHER Jamie | E34 525i | V BM 589 | **256** | 82 | 44 | 42 | 48 | 40 |
| 12 | D | BROWN Danny | E30 318is | REO 707 | **240** | 61 | 32 | 46 | 55 | 46 |
| 13 | D | BELL Chris | E30 327i | GBSBM 2 | **217** | 41 | 41 | 50 | 38 | 47 |
| 14 | R | BELL Sean | E30 Racecar | 03925 H | **209** | 76 | 31 | 16 | 52 | 34 |

Summary

| BMW CAR CLUB OF VICTORIA INC. | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 2011 CELEBRATION OF EXCELLENCE. | | | 4-Dec-11 | | | | | | | |
| SUMMARY | | | | | GRAND | 1 | 2 | 3 | 4 | 5 |
| | | | | | TOTAL | ENTRANT | EXTERIOR | INTERIOR | BOOT | ENGINE |
| No: | CLASS | NAME | CAR | REGO | 500 | 100 | 100 | 100 | 100 | 100 |
| **BAU GRUPPE 201X E70 X5, E71 X6, E81/E87 1s, E84 X1, E90 3s, F01 7s, F10 5s** | | | | | | | | | | |
| 1 | A | | | | | | | | | |
| 2 | A | | | | | | | | | |
| **BAU GRUPPE 200X E46 3s, E53 X5, E60 5s, E63 6s, E65 7s, E83 X3, E85 Z4s** | | | | | | | | | | |
| 1 | B | WHELAN Tony | E65 760Li | ARW 760 | **345** | 56 | 61 | 69 | 74 | 85 |
| 2 | B | SMITH Rod | E46 330ci | V BM 033 | **341** | 47 | 74 | 65 | 75 | 80 |
| 3 | B | STEPHENS Keith | E46 330ci | TVE 926 | **319** | 40 | 67 | 69 | 71 | 72 |
| **BAU GRUPPE 199X E31 8s, E36 3s, E36/7 Z3s, E38 7s, E39 5s** | | | | | | | | | | |
| 1 | C | BATEMAN Rodney | E36 325i | RB 1976 | **368** | 55 | 76 | 76 | 74 | 87 |
| 2 | C | BURKE Ian | Z3 M Roadster | V IB 010 | **363** | 47 | 71 | 71 | 84 | 90 |
| 3 | C | GREEN David | E31 850i | BM 850I | **335** | 61 | 72 | 62 | 71 | 69 |
| 4 | C | ATKINSON John | E36 318i | QJC 239 | **333** | 64 | 69 | 60 | 61 | 79 |
| **BAU GRUPPE 198X E30 3s, E32 7s, E34 5s** | | | | | | | | | | |
| 1 | D | MUIR Scott | E32 735i | 11406H | **320** | 70 | 59 | 66 | 61 | 64 |
| 2 | D | BUTCHER Jamie | E34 525i | V BM 589 | **256** | 82 | 44 | 42 | 48 | 40 |
| 3 | D | BROWN Danny | E30 318is | REO 707 | **240** | 61 | 32 | 46 | 55 | 46 |
| 4 | D | BELL Chris | E30 327i | GBSBM 2 | **217** | 41 | 41 | 50 | 38 | 47 |
| **BAU GRUPPE 197X E21 3s, E23 7s, E24 6s, E28 5s** | | | | | | | | | | |
| 1 | E | | | | | | | | | |
| 2 | E | | | | | | | | | |
| **NEUE KLASSE 2002s, E3 2500/3.0L, E9 3.0CS/CSL, E12 5s** | | | | | | | | | | |
| 1 | F | BATEMAN Rodney | 2002 | BM1976 | **383** | 86 | 78 | 72 | 74 | 73 |
| 2 | F | | | | | | | | | |
| **BMW RACE & RALLY CARS** | | | | | | | | | | |
| 1 | R | O'NEILL Matt | E30 Racecar | 03440 H | **279** | 75 | 47 | 37 | 52 | 68 |
| 2 | R | BELL Sean | E30 Racecar | 03925 H | **209** | 76 | 31 | 16 | 52 | 34 |

# BMW CLUB EVENT - CHRISTMAS 2011

| BMW CAR CLUB OF VICTORIA INC. | | | | | | SECTION 1: ENTRANT, CLUB | | | | | | | SECTION 2: EXTERIOR | | | | | | | | | | | | SECTION 3: INTERIOR | | | | | | | | | | | SECTION 4: BOOT, WHEELS & UNDERSIDE | | | | | | | | | | | | | | | SECTION 5: ENGINE BAY | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2011 CELEBRATION OF EXCELLENCE. | | | 4-Dec-11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Front Wheels | | | | Rear Wheels | | | | | | | | | | | | | | | | | | | |
| DETAILS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| No: | CLASS | NAME | CAR | REGO | GRAND TOTAL | Age | Kilometres | Owners/Service Book | First Aid Kit | Sticker Club/Clubs Aust | TOTAL | Bonnet paint & fit | Grill, Kidney & Surrounds | Front Lights | Bumper Paint/Chrome | Side mouldings, Rubbers | Roof Paint, Straight & Fit | Glazing & Seals | Boot paint & fit | Rear Lights/Side Markers | Polish Quality & Prep | TOTAL | Dash Condition | Steering Wheel | Centre Console | Door Trims | Hat/Parcel Tray | Drivers Seat | Passenger Seats | Roof Lining/Sunvisors | Front Carpets | Rear Carpets | TOTAL | Rims Overall | Brake Rotors & Calip | Wheel Well & Suspe | Rims Overall | Brake Rotors & Calip | Wheel Well & Suspe | Boot Liner Carpet Cond | Under Carpet Wheel We | Spare Rim/Mobility Sys | Toolkit Overall | TOTAL | Engine Bay Paint | Information Stickers | Rocker Cover | Manifolds | Radiator & Fan | Pipes & Hoses | Fluid Containers | Clips & Clamps | Under Bonnet Lining/P | Preparation For Show | TOTAL |
| | | | | | 500 | 40 | 30 | 10 | 10 | 10 | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 100 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 100 |
| **BAU GRUPPE 201X E70 X5, E71 X6, E81/E87 1s, E84 X1, E90 3s, F01 7s, F10 5s** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | A | | | | 0 | | | | | | 0 | | | | | | | | | | | 0 | | | | | | | | | 0 | | | | | | | | | | | 0 | | | | | | | | | | | 0 |
| 2 | A | | | | 0 | | | | | | 0 | | | | | | | | | | | 0 | | | | | | | | | 0 | | | | | | | | | | | 0 | | | | | | | | | | | 0 |
| **BAU GRUPPE 200X E46 3s, E53 X5, E60 5s, E63 6s, E65 7s, E83 X3, E85 Z4s** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | B | WHELAN Tony | E65 760Li | ARW 760 | 345 | 8 | 18 | 10 | 10 | 10 | 56 | 6 | 3 | 5 | 5 | 7 | 6 | 8 | 7 | 8 | 6 | 61 | 7 | 6 | 6 | 7 | 8 | 6 | 7 | 7 | 8 | 7 | 69 | 6 | 7 | 7 | 8 | 7 | 4 | 7 | 9 | 9 | 10 | 74 | 7 | 10 | 9 | 10 | 10 | 10 | 10 | 7 | 9 | 3 | 85 |
| 2 | B | SMITH Rod | E46 330ci | V BM 033 | 341 | 7 | 10 | 10 | 10 | 10 | 47 | 7 | 6 | 7 | 6 | 8 | 8 | 8 | 8 | 8 | 8 | 74 | 7 | 6 | 5 | 5 | 8 | 6 | 6 | 8 | 7 | 7 | 65 | 8 | 8 | 8 | 7 | 8 | 6 | 7 | 7 | 7 | 9 | 75 | 8 | 9 | 9 | 8 | 9 | 8 | 9 | 8 | 6 | 6 | 80 |
| 3 | B | STEPHENS Keith | E46 330ci | TVE 926 | 319 | 10 | 10 | 10 | 0 | 10 | 40 | 7.5 | 5 | 5 | 6 | 8 | 7 | 8 | 7.5 | 7 | 6 | 67 | 7 | 8 | 7 | 7 | 8 | 6 | 6 | 6 | 7 | 7 | 69 | 7 | 7 | 7 | 7 | 7 | 7 | 6 | 7 | 7 | 9 | 71 | 7 | 8 | 8 | 7 | 8 | 7 | 7 | 7 | 6 | 7 | 72 |
| 4 | B | | | | 0 | | | | | | 0 | | | | | | | | | | | 0 | | | | | | | | | 0 | | | | | | | | | | | 0 | | | | | | | | | | | 0 |
| **BAU GRUPPE 199X E31 8s, E36 3s, E36/7 Z3s, E38 7s, E39 5s** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | C | BATEMAN Rodney | E36 325i | RB 1976 | 368 | 18 | 7 | 10 | 10 | 10 | 55 | 8 | 7 | 7 | 8 | 8 | 7 | 8 | 7.5 | 7.5 | 8 | 76 | 8.5 | 8.5 | 7 | 7 | 7 | 8 | 8 | 7 | 7 | 8 | 76 | 7 | 7 | 6 | 6 | 7 | 6 | 8 | 9 | 9 | 9 | 74 | 9 | 9 | 10 | 8 | 9 | 9 | 9 | 9 | 7 | 8 | 87 |
| 2 | C | BURKE Ian | Z3 M Roadster | V IB 010 | 363 | 13 | 4 | 10 | 10 | 10 | 47 | 8 | 6 | 7 | 7 | 7 | 7 | 7 | 8 | 7 | 7 | 71 | 8 | 8 | 7 | 7 | 6 | 7 | 7 | 7 | 7 | 7 | 71 | 8 | 8 | 8 | 9 | 8 | 8 | 9 | 9 | 9 | 8 | 84 | 9 | 9 | 10 | 10 | 9 | 9 | 10 | 9 | 7 | 8 | 90 |
| 3 | C | GREEN David | E31 850i | BM 850I | 335 | 21 | 10 | 10 | 10 | 10 | 61 | 7 | 7 | 6 | 7 | 8 | 8 | 7 | 8 | 7 | 7 | 72 | 6 | 6 | 5 | 5 | 7 | 6 | 6 | 7 | 7 | 7 | 62 | 6 | 8 | 5 | 6 | 8 | 6 | 7 | 8 | 9 | 8 | 71 | 8 | 7 | 5 | 5 | 10 | 7 | 6 | 7 | 6 | 8 | 69 |
| 4 | C | ATKINSON John | E36 318i | QJC 239 | 333 | 16 | 18 | 10 | 10 | 10 | 64 | 7.5 | 6 | 7 | 6 | 7 | 7.5 | 7 | 7 | 7 | 7 | 69 | 6 | 5 | 5 | 6 | 6 | 6 | 6 | 6 | 7 | 7 | 60 | 7 | 7 | 6 | 7 | 6 | 6 | 7 | 4 | 4 | 7 | 61 | 8 | 8 | 8 | 7 | 9 | 7 | 9 | 9 | 6 | 8 | 79 |
| **BAU GRUPPE 198X E30 3s, E32 7s, E34 5s** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | D | MUIR Scott | E32 735i | 11406H | 320 | 24 | 26 | 10 | 10 | 0 | 70 | 6 | 5 | 5 | 6 | 5 | 6 | 7 | 6 | 6 | 7 | 59 | 7 | 7 | 6 | 7 | 6 | 5 | 6 | 8 | 7 | 7 | 66 | 6 | 6 | 6 | 7 | 5 | 5 | 7 | 4 | 6 | 9 | 61 | 7 | 8 | 7 | 6 | 8 | 5 | 4 | 7 | 7 | 5 | 64 |
| 2 | D | BUTCHER Jamie | E34 525i | V BM 589 | 256 | 22 | 30 | 10 | 10 | 10 | 82 | 5 | 4 | 4 | 6 | 5 | 4 | 5 | 3 | 4 | 4 | 44 | 4 | 5 | 4 | 4 | 4 | 4 | 5 | 4 | 4 | 4 | 42 | 4 | 4 | 3 | 5 | 4 | 3 | 6 | 6 | 6 | 7 | 48 | 5 | 5 | 4 | 3 | 6 | 5 | 3 | 4 | 4 | 1 | 40 |
| 3 | D | BROWN Danny | E30 318is | REO 707 | 240 | 21 | 30 | 0 | 0 | 10 | 61 | 3 | 3 | 3 | 3 | 5 | 3 | 3 | 4 | 3 | 2 | 32 | 4 | 5 | 5 | 5 | 3 | 5 | 4 | 7 | 4 | 4 | 46 | 6 | 6 | 4 | 6 | 6 | 4 | 4 | 6 | 6 | 7 | 55 | 5 | 3 | 3 | 3 | 5 | 6 | 6 | 8 | 7 | 0 | 46 |
| 4 | D | BELL Chris | E30 327i | GBSBM 2 | 217 | 25 | 11 | 5 | 0 | 0 | 41 | 4 | 4 | 3 | 4 | 4 | 4 | 3 | 5 | 5 | 5 | 41 | 6 | 7 | 5 | 6 | 3 | 4 | 5 | 5 | 5 | 4 | 50 | 4 | 4 | 4 | 4 | 4 | 4 | 3 | 3 | 4 | 4 | 38 | 4 | 4 | 7 | 5 | 6 | 6 | 5 | 6 | 2 | 2 | 47 |
| **BAU GRUPPE 197X E21 3s, E23 7s, E24 6s, E28 5s** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | E | | | | 0 | | | | | | 0 | | | | | | | | | | | 0 | | | | | | | | | 0 | | | | | | | | | | | 0 | | | | | | | | | | | 0 |
| 2 | E | | | | 0 | | | | | | 0 | | | | | | | | | | | 0 | | | | | | | | | 0 | | | | | | | | | | | 0 | | | | | | | | | | | 0 |
| **NEUE KLASSE 2002s, E3 2500/3.0L, E9 3.0CS/CSL, E12 5s** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | F | BATEMAN Rodney | 2002 | BM1976 | 383 | 36 | 30 | 10 | 0 | 10 | 86 | 8 | 8 | 8.5 | 8 | 7.5 | 8 | 7 | 7 | 8 | 8 | 78 | 7 | 8 | 7 | 6.5 | 8.5 | 7 | 7 | 7 | 7 | 7 | 72 | 8 | 8 | 8 | 8 | 8 | 8 | 9 | 9 | 8 | 0 | 74 | 7 | 8 | 9 | 6 | 9 | 5 | 6 | 8 | 7 | 8 | 73 |
| 2 | F | | | | 0 | | | | | | 0 | | | | | | | | | | | 0 | | | | | | | | | 0 | | | | | | | | | | | 0 | | | | | | | | | | | 0 |
| **BMW RACE & RALLY CARS** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | R | O'NEILL Matt | E30 Racecar | 03440 H | 279 | 25 | 30 | 10 | 0 | 10 | 75 | 5 | 5 | 6 | 5 | | 3 | 6 | 6 | 6 | 5 | 47 | 7 | 7 | 5 | 6 | 4 | 8 | | | | 37 | 6 | 7 | 7 | 5 | 7 | 7 | | 6 | 7 | | 52 | 6 | 6 | 10 | 10 | 8 | 7 | 4 | 5 | 4 | 8 | 68 |
| 2 | R | BELL Sean | E30 Racecar | 03925 H | 209 | 26 | 30 | 10 | 0 | 10 | 76 | 5 | 4 | 2 | 1 | | 5 | 4 | 4 | 3 | 3 | 31 | 4 | 3 | 2 | 2 | 2 | 3 | | | | 16 | 8 | 8 | 8 | 7 | 7 | 8 | | 6 | | | 52 | 1 | 4 | 3 | 6 | 4 | 5 | 3 | 7 | 1 | 0 | 34 |
| | | | | | 0 | | | | | | 0 | | | | | | | | | | | 0 | | | | | | | | | 0 | | | | | | | | | | | 0 | | | | | | | | | | | 0 |

# BMW CLUB EVENT - CHRISTMAS 2011

## Celebration of Excellence 2011

Sunday 4th December 2011 saw the BMW Car Club of Victoria hold its Celebration of Excellence and Christmas Lunch event. As we hadn't had a Drive Day for a while, we decided to combine a mini Drive Day with our annual Celebration of Excellence and travel to Charlie's Auto Museum at Arthurs Seat.

Even though it was an early start for some of us, quite a few cars met at BMW Group Australia Headquarters in Mulgrave and travelled down the freeway to another pickup point at a service station in Lyndhurst and then on to Mornington BMW where the guys opened the showroom and provided a welcome coffee break. This provided a great opportunity to look at the new range of BMW's where a lovely 6 Series Convertible certainly caught my eye, however I still think I prefer a Coupe with a fixed roof.

We gathered the remainder of the participants and drove on up to and parked in front of Charlie's Auto Museum at Arthurs Seat. Always a nice bit of twisty road to give your BMW a real workout. The weather was starting to look a bit overcast with a shower or two threatening. Not good for a Celebration of Excellence event.

A quick dust off of the cars and then down to the business of judging, however this also coincided with a downpour. The ladies preparing lunch thought "no worries" as the BBQ was under cover, until they realized it was only shade cloth and water started dripping through.

Fortunately it was only a brief shower and things were back to normal with those getting their cars judged madly trying to dry them off. Those not involved in judging were able to investigate Charlie's Auto Museum with compliments of the Club. The majority of the responses I heard were that it was "quirky and different".

For the remainder of us who spend more time polishing our cars than what our partners would desire, there are always plenty of varied BMWs to look at and admire.

This year didn't disappoint with the older generations represented by 2002's, the 198x generation represented by E30 3 Series, E32 7 Series and E34 5 Series, the 199x generation represented by E31 8 series, E36 3 series including a Z3 M Roadster and the 200x generation represented by E46 3 Series and E65 7 Series. There were also a couple of E30 Racecars to round off the collection of about 40 cars put on display. This gave viewers a huge range of BMWs to look at.

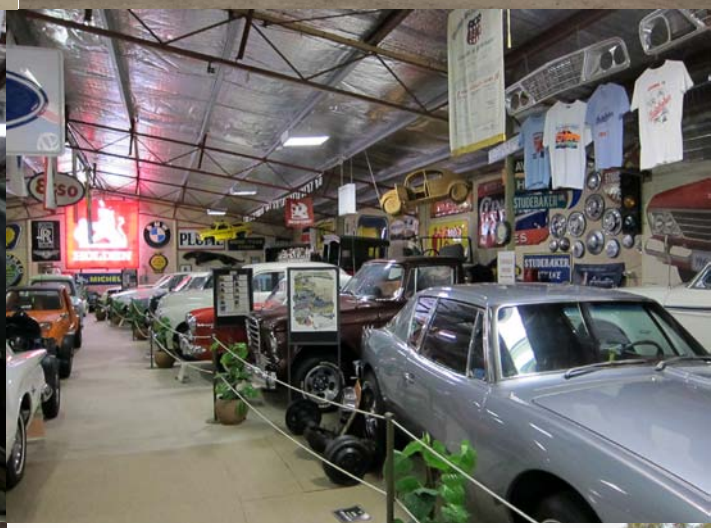
This augers well for the BMW Celebration of Excellence 2012 Series where we plan to have multiple events spread throughout the year with the results tabulated over the year to find the overall winners in each section.

Congratulations to all winners, results for the Celebration of Excellence 2011 are published below. The trophies will be presented at a future Monthly Meeting. After our early start, fortunately it was only a short drive to the Sorrento to Queenscliff ferry and home the short way to Geelong and Anglesea.

On behalf of the Committee, I would like to take this opportunity to say many thanks to Mornington BMW for opening their premises and providing morning coffee, all the judges, lunch preparers and helpers that participated and we all look forward to this year's Celebration of Excellence events with much enthusiasm.

**Tony Whelan**

# BMW CLUB EVENT - CHRISTMAS 2011



# BMW CLUB EVENT - CHRISTMAS 2011

# WINTON 6 HOUR - RESULTS

## E30 WINNERS

Every year around the middle of October a group of E30 drivers from BMWCCV get together to compete in the AROCA Winton 6 Hour Relay, some of them have been entering this race for 10 years. After previous years of placing second, third and fourth, October 15th and 16th 2011 will be remembered at the year that Team E30 finally won it. This year, team manager Graeme Bell and drivers Paul Kertes, Steve Seizis, Sean Bell, Tony Haritonas and Brian Bourke took home the first place trophy that Team E30 truly deserved.

With perfect weather and a good start to qualifying on Saturday the weekend looked good from the beginning. With all drivers qualifying for the event, there was plenty of time to practice and prepare with the only minor issues being Paul's broken accelerator pedal arm, a fuel pump issue in Sean's car and a warning from Clerk of Course about passing under a yellow flag. At the end of the day each drive nominated their lap times for the next day and the team felt ready and confident for the race the following day.

Bright and early Sunday morning and the day was up and running with all cars going through scrutineering smoothly and drivers being rested and ready to begin the long day ahead. When Paul started off for Team E30 at 10.30am, there was a positive yet nervous atmosphere buzzing in the team garage with the team's goal laps for the day set a 404.

After a rocky first few laps with a penalty of 2 laps because Paul passed under a yellow flag for a second time, and with the threat of a 10 minute penalty or Paul being disqualified from the event, Graeme called a team meeting for the rest of the drives to remind them of the rules and refocus us on the prize we were chasing. After this early set back Paul got into a smooth rhythm scoring 22 bonus laps and only 2 breaks.

The second driver sent out was Tony, whose consistent driving earned the team no breaks and 7 more bonus laps. At the end of Tony's stint, Brian was the next driver to be sent out, mirroring Tony's performance with zero breaks and another 7 bonuses. At this point we were starting to believe again that the dream was alive after the early set backs.

Up next was our fourth driver of the day Steve Seizis, and no one was prepared for what was about to unfold. Steve put in a performance to make him our driver-of-the-day and maybe too the entire event with 21 bonuses (which is 56% of his total laps!) with only 2 breaks while keeping all of his lap times within 2.7 seconds from fastest to slowest. It was truly a race winning performance.

With the advent of a safety car it was the perfect opportunity to send Sean out for the final stint to put a full stop on what had been a great day. Sean brought Team E30 home with a regularity factor of 3.2 seconds from fastest to slowest and a further 7 bonus laps with no breaks. As Sean crossed the line to take the chequered flag everyone was satisfied that surely this time we had done enough.

With all results kept in house by event organisers until the presentation nerves were high as all 41 places were announced from last to first. It came down to the final three, as it has in previous years and our thoughts were surely not another third placing. As third then second place was announced the realisation that we had won took over. Hugs and handshakes were shared throughout the team members before stepping onto the podium to claim the elusive first place trophies.

At the end of the race it was no wonder that Team E30 won by over 3 laps because of the consistency of the five drivers.

Overall the weekend was a lot of fun and a well deserved reward, not just for the drivers but all the helpers behind the scene and on pit wall. Under the leadership of Graeme Bell, it was a well deserved win for Team E30, and even if we hadn't have won everyone involved would believe that it was still an enjoyable experience and worth the effort for a perfect weekend spent with great people in a fantastic team atmosphere.

Thanks must go to the Alfa Romeo Owners Club for such a well run event, to Graeme and Chris Bell for preparing the ultra-reliable E30's, Rachael Kertes and Anton Bergman for standing on pit wall all day and keeping the drivers times in check, and to all the other helpers that help make such a great result possible.

A special thanks must also go to our team manager of previous years Paul Billings, who wasn't able to be at the event this year but if it wasn't for him we would have never had the tools needed to gain such a great result.

You can be sure to see Team E30 back next October to defend their title.

SEAN BELL

# WINTON 6 HOUR - RESULTS

## 2011 RDA-EBC Brakes Alfa Romeo 6Hr Regularity Relay
## WINTON MOTOR RACEWAY

## 2011 RDA-EBC Brakes Alfa Romeo 6 hr Regularity Relay

## CLASS RESULTS

Supersprint S1  360 Mins
Scheduled Start 10:30

Page 1  Issue 1
Start Sun Oct 16  10:28
Elapsed Time  06:00:01

### Team E30

| Pos | Car | Driver | Vehicle | Cap | CL | Laps | Fastest | Lap | Gap | Slowest | Lap | Factor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 304 | Paul Kertes | BMW E30 325i | 30 | 59 | 42 | 1:44.2050* | | | 1:49.9784 | | 5.7734 |
| 2 | 301 | Sean Bell | BMW E30 325i | 30 | 36 | 25 | 1:44.2284 | | 0:00.0234 | 1:47.5254 | | 3.2970 |
| 3 | 302 | Brian Burke | BMW E30 325i | 30 | 35 | 17 | 1:47.1977 | | 0:02.9927 | 1:51.7657 | | 4.5680 |
| 4 | 306 | Steve Seizis | BMW E30 325i | 30 | 57 | 13 | 1:47.6080 | | 0:03.4030 | 1:50.3176 | | 2.7096 |
| 5 | 303 | Tony Haritonas | BMW E30 323i | 30 | 49 | 15 | 1:50.2811 | | 0:06.0761 | 1:55.3995 | | 5.1184 |
| TOT | 5 | Goal Laps 404 | | | 236+ | 10 | Yellow | | | | | 60.8911 |

R=under lap record by greatest margin, r=under lap record, *=fastest lap time

### Fly'n Miatas

| Pos | Car | Driver | Vehicle | Cap | CL | Laps | Fastest | Lap | Gap | Slowest | Lap | Factor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 195 | Peter Phillips | Mazda MX5 1800cc | 19 | 58 | 27 | 1:50.0167* | | | 1:54.3010 | | 4.2843 |
| 2 | 193 | Stephen Downes | Mazda MX5 1800cc | 19 | 87 | 26 | 1:50.3604 | | 0:00.3437 | 1:54.6771 | | 4.3167 |
| 3 | 194 | Noel Heritage | Mazda MX5 1800cc | 19 | 42 | 26 | 1:51.0147 | | 0:00.9980 | 2:00.1868 | | 9.1721 |
| 4 | 192 | Robert Downes | Mazda MX5 1800cc | 19 | 35 | 30 | 1:51.1911 | | 0:01.1744 | 1:55.6992 | | 4.5081 |
| TOT | 4 | Goal Laps 389 | | | 222+ | 11 | Yellow | | | | | 59.8972 |

R=under lap record by greatest margin, r=under lap record, *=fastest lap time

### Doncaster MINI Garage Motorsport

| Pos | Car | Driver | Vehicle | Cap | CL | Laps | Fastest | Lap | Gap | Slowest | Lap | Factor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 181 | Chris Jordan | MINI Cooper S | 18 | 64 | 23 | 1:43.5974* | | | 1:49.4734 | | 5.8760 |
| 2 | 183 | Scott Manson | MINI Cooper S JCW | 18 | 78 | 44 | 1:43.8357 | | 0:00.2383 | 1:48.4027 | | 4.5670 |
| 3 | 182 | Peter Kaiser | MINI Cooper S JCW | 18 | 64 | 11 | 1:45.7486 | | 0:02.1512 | 1:52.0576 | | 6.3090 |
| 4 | 184 | David Patmore | MINI Cooper S | 18 | 25 | 15 | 1:46.1977 | | 0:02.6003 | 1:57.2884 | | 11.0907 |
| TOT | 4 | Goal Laps 411 | | | 231+ | 9 | Yellow | | | | | 58.3942 |

R=under lap record by greatest margin, r=under lap record, *=fastest lap time

### The Sicilian Suds

| Pos | Car | Driver | Vehicle | Cap | CL | Laps | Fastest | Lap | Gap | Slowest | Lap | Factor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 143 | Frank Musco | Alfa Sprint | 14 | 58 | 32 | 1:46.5958* | | | 1:53.3913 | | 6.7955 |
| 2 | 142 | Sheldon McIntosh | Alfa 90 | 14 | 44 | 40 | 1:48.8094 | | 0:02.2136 | 1:58.0840 | | 9.2746 |
| 3 | 144 | Joe Musco | Alfa Sprint | 14 | 56 | 15 | 1:50.4371 | | 0:03.8413 | 1:54.5600 | | 4.1229 |
| 4 | 141 | Evan Bottcher | Alfasud | 14 | 49 | 43 | 1:54.3717 | | 0:07.7759 | 2:00.3628 | | 5.9911 |
| TOT | 4 | Goal Laps 389 | | | 207+ | 11 | Yellow | | | | | 56.0411 |

R=under lap record by greatest margin, r=under lap record, *=fastest lap time

# BMW MOTORSPORT - ROUND 5

**BMWCCV 2011 Motorsport Championships - Final Round 5 - DECA**

## BMW CCV 2011 Motorsport Championships - Round 5 - DECA - Class Results

| Outright Round 5 Position | Driver | Round 5 Overall Points | Car | Class | Class Position Round 5 | Round 5 Points | Round 4 Points | Round 3 Points | Round 2 Points | Round 1 Points | 2011 Championship Points after Round 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | |
| | **Class B** | | | | | | | | | | |
| 6 | James Coull | 267.45 | e46 325i | B | 1 | 8 | | | | | 8 |
| | **Class C** | | | | | | | | | | |
| 10 | Tim Eylward | 268.74 | 2002 | C | 1 | 8 | | | | | 8 |
| | **Class D** | | | | | | | | | | |
| 9 | James Waldie | 247.97 | 130i | D | 1 | 9 | 8 | | 8 | | 25 |
| 2 | Brian Cooper | 254.94 | e36 325I | D | 2 | 8 | 9 | 9 | 9 | | 35 |
| | **Class E** | | | | | | | | | | |
| 7 | Daniel Bey | 238.81 | M3 | E | 1 | 10 | | | | | 10 |
| 1 | Andrew Hall | 254.62 | e92 m3 | E | 2 | 9 | 10 | 10 | 10 | 9 | 48 |
| 3 | Anthony Patinyotis | 280.41 | e92 m3 | E | 3 | 8 | | | | | |
| | **Class G** | | | | | | | | | | |
| 4 | Brian Bourke | 264.82 | e30r | G | 1 | 9 | 8 | | 9 | 6 | 32 |
| 3 | Grant Brookes | 278.29 | e30r | G | 2 | 8 | | | | | 8 |

## BMW CCV 2011 Motorsport Championships - Round 5 - DECA - Outright Results

| Outright Round 5 Position | Driver | Round 5 Overall Points | Car | Class | Class Position Round 5 | Round 5 Points | Round 4 Points | Round 3 Points | Round 2 Points | Round 1 Points | 2011 Championship Points after Round 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | |
| 6 | James Coull | 267.45 | e46 325i | B | 1 | 8 | | | | | 8 |
| 10 | Tim Eylward | 268.74 | 2002 | C | 1 | 8 | | | | | 8 |
| 9 | James Waldie | 247.97 | 130i | D | 1 | 9 | 8 | | 8 | | 25 |
| 2 | Brian Cooper | 254.94 | e36 325I | D | 2 | 8 | 9 | 9 | 9 | | 35 |
| 7 | Daniel Bey | 238.81 | M3 | E | 1 | 10 | | | | | 10 |
| 1 | Andrew Hall | 254.62 | e92 m3 | E | 2 | 9 | 10 | 10 | 10 | 9 | 48 |
| 3 | Anthony Patinyotis | 280.41 | e92 m3 | E | 3 | 8 | | | | | 8 |
| 4 | Brian Bourke | 264.82 | e30r | G | 1 | 9 | 8 | | 9 | 6 | 32 |
| 3 | Grant Brookes | 278.29 | e30r | G | 2 | 8 | | | | | 8 |
| | | | | | | | | | | | |
| 8 | David Minnelli | 236.78 | honda | I | 1 | | | | | | 0 |
| 5 | Dylan Best | 275.27 | subaru | I | 2 | | | | | | 0 |
| 3 | Sam Brookes | 282.76 | vx comm | I | 3 | | | | | | |
| 3 | Chris Sikavitsas | 285.79 | AMG | I | 4 | | | | | | |
| 3 | Ross Liardet | 303.52 | skyline | I | 5 | | | | | | |
| 3 | David Coull | 305.06 | gt3 | I | 6 | | | | | | |

## BMW CCV 2011 Motorsport Championships - Championship Positions after Round 5 - DECA

| Outright YTD Position | Driver | Round 5 Overall Points | Car | Class | Final Class Position | Round 5 Points | Round 4 Points | Round 3 Points | Round 2 Points | Round 1 Points | 2011 Total Points |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | |
| 1 | Andrew Hall | 254.62 | e92 m3 | E | 1 | 9 | 10 | 10 | 10 | 9 | 48 |
| 2 | Brian Cooper | 254.94 | e36 325I | D | 1 | 8 | 9 | 9 | 9 | | 35 |
| 4 | Brian Bourke | 264.82 | e30r | G | 1 | 9 | 8 | | 9 | 6 | 32 |
| 9 | James Waldie | 247.97 | 130i | D | 2 | 9 | 8 | | 8 | | 25 |
| 4 | Peter Fitzgerald | DNS | 135i | H | 1 | | | 10 | 9 | | 19 |
| 5 | Bruce Corrin | DNS | M3 | E | 2 | | 9 | 9 | | | 18 |
| 5 | Paul Kertes | DNS | e30 racecar | G | 2 | | 9 | 9 | | | 18 |
| 7 | Christian Fitzgerald | DNS | 135i | H | 2 | | | 9 | 8 | | 17 |
| 8 | Sally-Anne Hains | DNS | E46 M3 CSL | E | 3 | | 8 | 8 | | | 16 |
| 7 | Daniel Bey | 238.81 | M3 | E | 4 | 10 | | | | | 10 |
| 10 | Oliver Lindsaar | DNS | e30 racecar | G | 3 | | | | | 10 | 10 |
| 10 | Sean Bell | DNS | e30 racecar | G | 3 | | | 10 | | | 10 |
| 10 | Matt Walsh | DNS | BMW 94 M3 | H | 3 | | | | | 10 | 10 |
| 13 | Michael Angiolella | DNS | E30 325i | B | 1 | | | 9 | | | 9 |
| 13 | Neil Ruxton | DNS | E30 | D | 3 | | | 9 | | | 9 |
| 13 | David Carver | DNS | e36 M3 | E | 5 | | | | 9 | | 9 |
| 13 | Geoff Bowles | DNS | e30 racecar | G | 5 | | | | | 9 | 9 |
| 13 | John Magar | DNS | BMW 135i | H | 4 | | | | | 9 | 9 |
| 6 | James Coull | 267.45 | e46 325i | B | 2 | 8 | | | | | 8 |
| 13 | Jim West | DNS | E30 325i | B | 2 | | 8 | | | | 8 |
| 13 | Samantha Angiolella | DNS | E30 325i | B | 2 | | | 8 | | | 8 |
| 10 | Tim Eylward | DNS | 2002 | C | 1 | 8 | | | | | 8 |
| 13 | Rod Smith | DNS | 320i | C | 2 | | | 8 | | | 8 |
| 13 | Chris Kingsland | DNS | E36 328i | D | 4 | | | 8 | | | 8 |
| 13 | Richard Batchelor | DNS | 3.0csi | D | 4 | | | | 8 | | 8 |
| 3 | Anthony Patinyotis | 280.41 | e92 m3 | E | 6 | 8 | | | | | 8 |
| 13 | David Morgan | DNS | M3 | E | 6 | | | 7 | | | 8 |
| 13 | Marcin Moszcynski | DNS | BMW 86 M3 | E | 6 | | | | | 8 | 8 |
| 3 | Grant Brookes | 278.29 | e30r | G | 6 | 8 | | | | | 8 |
| 13 | Andrew Brien | DNS | BMW 83 325i | G | 6 | | | | | 8 | 8 |
| 13 | Jamie Chester | DNS | e30 racecar | G | 6 | | | 8 | | | 8 |
| 13 | Stan Armstrong | DNS | e30 racecar | G | 6 | | | | 8 | | 8 |
| 13 | Keith Olsen | DNS | E36 325i | H | 5 | | | 8 | | | 8 |
| 13 | Simon Latimer | DNS | BMW 89 M3 | H | 5 | | | | | 8 | 8 |
| 13 | Tristan Bergman | DNS | E28 535 Turbo | H | 5 | | 8 | | | | 8 |
| 31 | Luke Curran | DNS | e30 racecar | G | 10 | | | | | 7 | 7 |
| 31 | Matt O'Neill | DNS | E30 325i | G | 10 | | | 7 | | | 7 |
| 31 | Warren Kulpa | DNS | E28 M535i | H | 8 | | | 7 | | | 7 |
| 34 | Graeme Bell | DNS | e30 racecar | G | 12 | | | 6 | | | 6 |
| 34 | Bill Kinnane | DNS | E36 318iS | H | 9 | | | 6 | | | 6 |
| 36 | Matt Draheim | DNS | E30 325i | G | 13 | | | 5 | | | 5 |
| 37 | David Lumb | DNS | e30 racecar | G | 14 | | | 4 | | | 4 |
| 38 | Steve Mattingly | DNS | e30 racecar | G | 15 | | | 3 | | | 3 |
| 39 | Jess Bell | DNS | e30 racecar | G | 16 | | | 2 | | | 2 |

# E30 RACING REPORTS

## E30 Racing 2011 BMW Drivers Cup Review

Well – another great year finished. A new champion, new lap records and new drivers!

Congratulations to Robert Braune, our new champion, who managed to set lap records at each of Phillip Island, Winton and Sandown on the way to the BMW Driver's Cup for 2011.

And congratulations also to Matt Martin, who pushed him all the way, and to Alan Saint for a well-deserved third place.

2011 also saw a continuation of participation by the Audi boys, and we look forward to having them back next year, along with some new cars from Canberra.

2012 looks like being bigger and better than ever !!If you would like any further information about E30 Racing please contact a Graeme Bell, motorsport@bmwccv.com.au

See you out there

The Mobile Chicane
Oliver Lindsaar

# E30 RACING - ROUND 6 RESULTS

**BMW E30 RACING – 2011 CHAMPIONSHIP**

**Round 6 – Phillip Island ( October 22nd - 23rd )**

| Car No: | Competitor | Race 1 | | Race 2 | | Race 3 | | Qualifying Rank | Qualifying Fastest Lap | Race Total | Round Points | Round Position | Cumulative Total | Current Position |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Pos | Pts | Pos | Pts | Pos | Pts | | | | | | | |
| | **E30 Racing** | | | | | | | | | | | | | |
| 89 | Robert Braune | 1 | 25 | 1 | 25 | 1 | 25 | 1 | 1:54.0384 | 75 | 25 | 1 | 166 | 1 |
| 43 | Matt Martin | 2 | 22 | 2 | 22 | 2 | 22 | 2 | 1:55.5634 | 66 | 22 | 2 | 157 | 2 |
| 41 | Simon Lyne | 3 | 20 | 3 | 20 | 3 | 20 | 3 | 1:56.4458 | 60 | 20 | 3 | 87 | 6 |
| 18 | Steve Seizis | 4 | 18 | 4 | 18 | 6 | 15 | 5 | 1:58.7114 | 51 | 18 | 4 | 104 | 4 |
| 34 | Brian Bourke | 5 | 16 | 5 | 16 | 4 | 18 | 4 | 1:58.1030 | 50 | 16 | 5 | 91 | 5 |
| 54 | Alan Saint | 6 | 15 | 6 | 15 | 5 | 16 | 9 | 2:01.5205 | 46 | 15 | 6 | 123 | 3 |
| | | | | | | | | | | | | | | |
| | **Audi 80 Quattro** | | | | | | | | | | | | | |
| 33 | Adrian Taranto | 2 | 22 | 1 | 25 | 1 | 25 | 7 | 1:59.5235 | 72 | 25 | 1 | | |
| 17 | Simon O'Keefe | 1 | 25 | 2 | 22 | 2 | 22 | 6 | 1:59.4252 | 69 | 22 | 2 | | |
| 2 | Wayne Dekker | 3 | 20 | DNF | | DNS | | 8 | 2:01.1497 | 20 | 20 | 3 | | |
| | | | | | | | | | | | | | | |

| Car No: | Competitor | Fastest Lap ( information only ) | | | Current Best Lap | Personal Best Lap |
|---|---|---|---|---|---|---|
| | | Race 1 | Race 2 | Race 3 | | |
| | **E30 Racing** | | | | | |
| 89 | Robert Braune | **1:54.0036** | 1:54.6737 | 1:55.8444 | 1:54.0036 | **1:54.0036** |
| 43 | Matt Martin | 1:54.9323 | 1:55.5047 | 1:55.9972 | 1:54.9323 | 1:54.1212 |
| 41 | Simon Lyne | 1:56.4351 | 1:58.0574 | 1:56.7368 | 1:56.4351 | **1:56.4351** |
| 18 | Steve Seizis | 1:58.1639 | 1:58.0184 | 1:59.5796 | 1:58.0184 | 1:57.0058 |
| 34 | Brian Bourke | 1:58.0337 | 1:58.5107 | 1:58.1512 | 1:58.0337 | 1:56.0824 |
| 54 | Alan Saint | 1:58.1994 | 1:58.1737 | 1:58.8153 | 1:58.1737 | 1:56.9351 |
| | | | | | | |
| | **Audi 80 Quattro** | | | | | |
| 33 | Adrian Taranto | 1:59.0822 | 1:59.9520 | 1:59.0206 | 1:59.0206 | **1:59.0206** |
| 17 | Simon O'Keefe | 1:58.4089 | 1:59.4388 | 1:59.3919 | 1:58.4089 | **1:58.4089** |
| 2 | Wayne Dekker | 1:58.5972 | 2:00.5159 | | 1:58.5972 | **1:58.5972** |
| | | | | | | |

***New Lap Record:*** **1:54.0036**
***Set by:*** **Robert Braune**

# E30 RACING - ROUND 7 RESULTS

**BMW E30 RACING – 2011 CHAMPIONSHIP**

**Round 7 – Winton ( November 12th - 13th -Cumulative Total and Current Position Before 2 Dropped Rounds)**

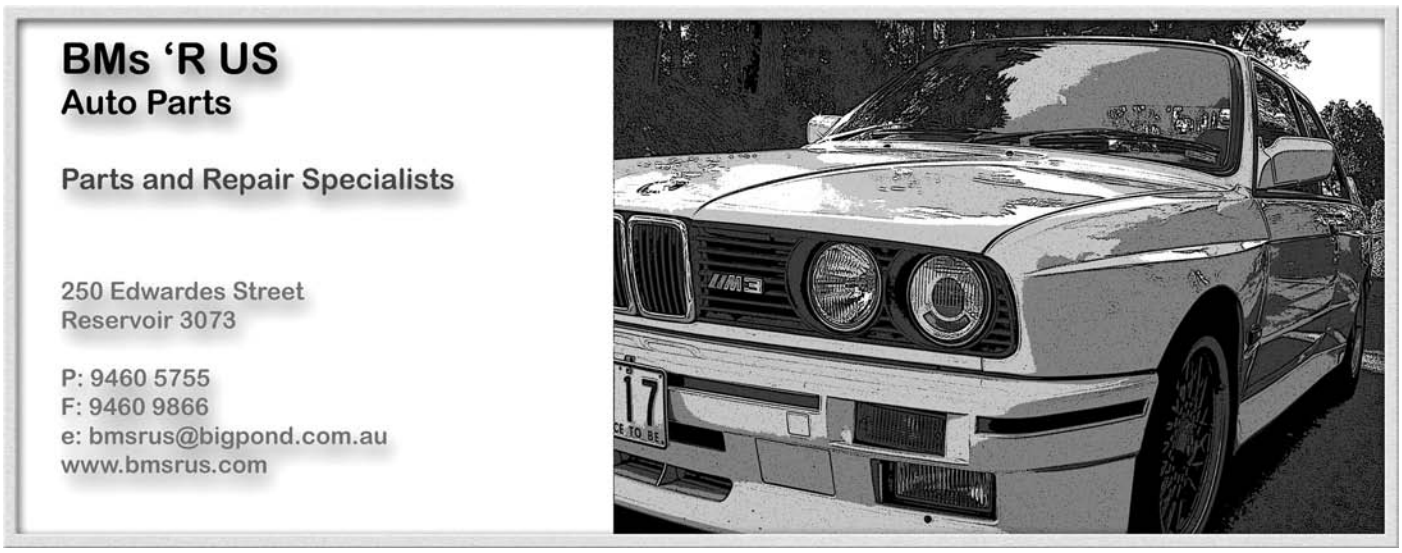
**DSA Penalty Points shown in Red – Race Total points include penalty points**

| 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 | 1 | 25 | 1 | 25 | -5 | 1:40.2696 | 95 | 25 | 1 | 157 | 2 |
| 89 | Robert Braune | 2 | 22 | 2 | 22 | 2 | 22 | 2 | 22 | | 1:40.8360 | 88 | 22 | 2 | 166 | 1 |
| 54 | Alan Saint | 3 | 20 | 3 | 20 | 4 | 18 | 3 | 20 | | 1:41.8933 | 78 | 20 | 3 | 123 | 3 |
| 24 | Geoff Bowles | 5 | 16 | 5 | 16 | 5 | 16 | 4 | 18 | | 1:42.8479 | 66 | 18 | 4 | 40 | 10 |
| 12 | Stan Armstrong | 4 | 18 | 4 | 18 | 3 | 20 | DNS | | | 1:42.4310 | 56 | 16 | 5 | 69 | 8 |
| 34 | Brian Bourke | 9 | 12 | 8 | 13 | 6 | 15 | 5 | 16 | | 1:44.6612 | 56 | 16 | 5 | 91 | 5 |
| 64 | John Angiolella | 8 | 13 | 7 | 14 | 8 | 13 | 6 | 15 | | 1:43.8806 | 55 | 14 | 7 | 73 | 7 |
| 18 | Steve Seizis | 7 | 14 | 10 | 11 | 7 | 14 | 7 | 14 | | 1:43.8071 | 53 | 13 | 8 | 104 | 4 |
| 36 | Dan Birt | 12 | 10 | 13 | 9 | 11 | 10 | 8 | 13 | | 1:50.6875 | 42 | 12 | 9 | 12 | 16 |
| 41 | Simon Lyne | DNS | | 9 | 12 | 9 | 12 | 9 | 12 | | 1:42.4555 | 36 | 11 | 10 | 87 | 6 |
| 66 | Glenn Potter | 11 | 10 | 12 | 10 | DNF | | 10 | 11 | | 1:47.4860 | 31 | 10 | 12 | 10 | 18 |
| 99 | Simon Mitchell | 10 | 11 | 11 | 10 | 10 | 11 | DNS | | | 1:46.7491 | 32 | 10 | 11 | 10 | 18 |
| 42 | Paul Kertes | 6 | 15 | 6 | 15 | DNS | | DNF | | | 1:42.4620 | 30 | 9 | 13 | 19 | 14 |

| Car No: | Competitor | Fastest Lap ( information only ) | | | | Personal Best Lap |
|---|---|---|---|---|---|---|
| | | Race 1 | Race 2 | Race 3 | Race 4 | |
| | **E30 Racing** | | | | | |
| 43 | Matt Martin | 1:40.8808 | **1:39.6890** | 1:40.6050 | 1:40.2187 | 1:39.2917 |
| 89 | Robert Braune | 1:41.0758 | 1:40.2977 | 1:40.9277 | 1:41.5036 | 1:38.9332 |
| 54 | Alan Saint | 1:41.3359 | 1:40.5331 | 1:41.5059 | 1:41.6675 | 1:40.3619 |
| 24 | Geoff Bowles | 1:41.5961 | 1:41.9216 | 1:41.5609 | 1:42.9798 | 1:39.9594 |
| 12 | Stan Armstrong | 1:42.0585 | 1:41.1529 | 1:41.9199 | | **1:41.1529** |
| 34 | Brian Bourke | 11:44.1803 | 1:42.5523 | 1:42.8225 | 1:43.0030 | **1:42.5523** |
| 64 | John Angiolella | 1:44.2385 | 1:42.4288 | 1:43.3486 | 1:43.6536 | 1:42.2808 |
| 18 | Steve Seizis | 1:44.1420 | 1:42.6679 | 1:43.3486 | 1:43.6202 | 1:42.3867 |
| 36 | Dan Birt | 1:48.1354 | 1:44.6003 | 1:44.5323 | 1:45.3562 | **1:44.5323** |
| 41 | Simon Lyne | | 1:41.5608 | 1:42.9937 | 1:43.7141 | 1:41.0712 |

***Previous Lap Record:*** **1:38.9332**

***Set by:*** **Robert Braune**

# E30 RACING - 2011 RESULTS

## 2011 CHAMPIONSHIP

### Class – 2.5 litre Racing

**Total Points ( allowing 2 dropped rounds )**

| Car No: | Competitor | Round 1 | Round 2 | Round 3 | Round 4 | Round 5 | Round 6 | Round 7 | Dropped | Dropped | Final Ranking | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Points | Points | Points | Points | Points | Points | Points | Rounds | Points | Points | Position |
| 89 | Robert Braune | 22 | 25 | 25 | 25 | 22 | 25 | 22 | 1, 4 | 44 | 122 | 1 |
| 43 | Matt Martin | 25 | 22 | 16 | 22 | 25 | 22 | 25 | 2, 3 | 38 | 119 | 2 |
| 54 | Alan Saint | 12 | 16 | 20 | 20 | 20 | 15 | 20 | 1, 6 | 27 | 96 | 3 |
| 18 | Steve Seizis | 15 | 15 | 18 | 10 | 15 | 18 | 13 | 4, 7 | 23 | 81 | 4 |
| 34 | Brian Bourke | 11 | 18 | 12 | 18 | | 16 | 16 | 1, 5 | 11 | 80 | 5 |
| 41 | Simon Lyne | 18 | 12 | | 13 | 13 | 20 | 11 | 3, 7 | 11 | 76 | 6 |
| 64 | John Angiolella | | 13 | 15 | 15 | 16 | | 14 | 1, 6 | | 73 | 7 |
| 12 | Stan Armstrong | 20 | 15 | | | 18 | | 16 | 3, 4 | | 69 | 8 |
| 66 | Anton Bergman | 14 | 20 | | 16 | | | | 3, 5 | | 50 | 9 |
| 24 | Geoff Bowles | | | 22 | | | | 18 | 1, 2 | | 40 | 10 |
| 50 | Gary Pearce | 16 | | 13 | 11 | | | | 1, 4 | | 40 | 10 |
| 20 | Sean Bell | 11 | | 11 | | 14 | | | 2, 3 | | 36 | 12 |
| 77 | David Levy | 14 | | 15 | | | | | 2, 3 | | 29 | 13 |
| 42 | Paul Kertes | 10 | | | | | | 9 | 2, 3 | | 19 | 14 |
| 33 | George Clarke | | | | 13 | | | | 1, 2 | | 13 | 15 |
| 14 | Phil Logan | | | | 12 | | | | 1, 2 | | 12 | 16 |
| 36 | Dan Birt | | | | | | | 12 | 1, 2 | | 12 | 16 |
| 45 | Craig Munro | | | | 10 | | | | 1, 2 | | 10 | 18 |
| 66 | Glenn Potter | | | | | | | 10 | 1, 2 | | 10 | 18 |
| 99 | Simon Mitchell | | | | | | | 10 | 1, 2 | | 10 | 18 |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |

# BMW 1M at SouthernBM

When the 1M was announced a while back we, at SouthernBM were really excited at the prospect of a limited release E82 coming to Australia, especially as the new E82 had earned an M badge.

We spoke with Akrapovic from Slovenia who are synonymous with Titanium Exhaust technology as we have used their Titanium exhausts many times now on M3 E92's. The attention to detail they put into every part of the product is amazing, even the packaging is something to behold.

Akrapovic agreed that we would be in the first production batch in the world for the release of the 1M. The testing protypes included the MotoGP safety car as Akrapovic Exhaust technology is used in the majority of MotoGP bikes and many others in high level competition.

Once the exhaust landed here in Australia the customer was contacted and immediately she set on the road to Melbourne. She resides in ACT and made the way down within an hour of my phone call. This exhaust was a much awaited product and as the initial production run rolled out around the world, data was starting to be released on BMW forums and we wanted her car to represent for Australia. We had the Evolution full Titanium exhaust system and the Carbon Fibre tip option.

The quality of the 1M did not disappoint, it was extremely impressive and the installation was on par with the BMW original product. The fittings were spot on as we expected and made the install straight forward. The exhaust connects to the factory downpipes and runs all the way to those fantastic looking carbon fibre tips. The attention to detail of the Titanium evolution exhaust system, even down to the logos on the parts of the exhaust, show how much Akrapovic care about their product.

The exhaust tone was still carbonising up by the time the owner came to collect the car but is really brought out the tone that is lacking in the stock 1M. With it's muscular appearance and aggressive stance, the 1M really does need an upgraded exhaust.

Here is a video we produced of the final product
**http://youtu.be/r8t0_mZusOs** or you can view it here
**http://southernbm.com.au/2011/09/videos/**

As a final note, the next generation Alpina B6 is fitted with an Akrapovic Exhaust system as part of the Alpina package.

Andrew Brien
www.southernbm.com.au

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| | | |
|---|---|---|
| Darin Watson | E46 330ci Conv | 2002 |
| Lee & Geoffrey Jacobs | E30 | 1991 |
| Archer Howard | E28 528i | 1984 |
| | E28 528i | 1986 |
| Milivoj Cajkusic | 2002 | 1975 |
| Ashfaque Mohamed Ali | Z4 | 2006 |
| Mark Gorgovski | 325i | 1987 |
| George & Harry Litras | E30 318is M3 | 1990 |
| | E82 M1 coupe | 2011 |
| William Tieppo | X5 | 2005 |
| Zisis Garas | 635csi | 1986 |
| Nikolas Mayworm | E30 318i | 1989 |
| & Claire Batten | E30 320i Conv | 1988 |
| Adrian Dubar | 325i | 1990 |
| Russell Findlay | E30 325is | 1989 |
| Tony Lamattina | M3 sedan | 2011 |
| Dr James Cooper | M3 sedan | 2011 |
| Paul Copeland | M3 sedan | 2011 |
| Peter Boden | 135i | 2011 |
| Brian Johnston | 130i | 2006 |
| John & Angelina Robinson | E39 M5 | 1999 |
| | E34 M5 | 1992 |
| | E46 318i | 2004 |
| Mark Douwe | E60 525i m sport | 2007 |
| & Shannon Nockhoek | E30 318i | 1989 |
| | E30 320i | 1988 |
| James Moring | E21 320i | 1978 |
| Mounir & Elize Haddad | E30 325 conv | 1990 |
| Raymond Jabbour | Hudson super 6 | 1942 |
| | Morris Mini | 1962 |
| | Daimler D68 | 1937 |
| Kade Morlang | 528i | 1985 |
| Dwaine Weston | E90 M3 | 2011 |
| Peter Janovic | Z3M Roadster | |
| Darryl Dickie | Chev camaro | 1969 |
| Sergio Leonardo | E36 | 1993 |
| Tom Schneider | 323i | 1985 |
| James Ward | 528i motorsport | 1983 |
| Clifford Chen | E30 M3 | 1988 |
| Jason Murphy | 535i man | 1989 |
| | 520i | 1985 |
| Vaughan Stott | 65csi | 1986 |
| Kenneth Yeo | 135i | 2009 |
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**Ken Lee**
Tel: 9366 6863

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