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FRONT COVER:  
1970 BMW 3.0 CSL  
New Zealand Festival of Motor Sport  
Thank you to Stewart Garmey

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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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# BMW MYSTERY CAR PUZZLE

From 13 March to 30 April 2012, the BMW Museum will be showcasing a rather unusual exhibit – a 3D puzzle created by legendary puzzle writer CUS and presented on the BMW LMR V12, winner of the 1999 Le Mans and one of the most fascinating racing cars in BMW history.

The exterior surface of the race car is designed as an extremely challenging brainteaser: puzzle fiends with plenty of ingenuity are called for. The puzzle contains no words whatsoever, consisting solely of symbols, mysterious numbers and letters, as well as images, pointers and abbreviations.

Only those who correctly interpret all 16 parts of the puzzle, then work out the relationship between them and understand the mechanics by which all the parts mesh together, will be able to solve the puzzle and come up with the sentence concerning the BMW LMR V12 that is the correct solution.

The person who dreamed up and devised the puzzle is CUS, who hides his identity behind this acronym. To a large community of brainteaser fans, he has been known for several years as the author of “Germany’s most difficult puzzle” – the Großes Rätselrennen (big puzzle contest) that appeared in the magazine supplement of the Süddeutsche Zeitung newspaper until 2007.

Today he still composes a cryptic crossword for the magazine, while for the Neue Zürcher Zeitung he writes “Switzerland’s most difficult puzzle”. CUS is also the author of famous puzzles for Langenscheidt’s Goldwörterbuch (gold dictionary), the Schatzmarathon (treasure marathon) and the TV series IQ-Denksport (IQ mental exercises). CUS has also written several books on the subject of brainteasers.

## BMW PRESS CLUB



# MEET THE COMMITTEE

## RODNEY BATEMAN - VICE PRESIDENT



**Daily Drive:** E36 325i coupe

**Favourite BMW and why?:** 1974 Bmw 2002 Turbo, I love the style of 2002's and the Turbo is the most hypo 2002 you could get from the factory, Just a pity they stopped production so early.

**What do you do for a living?** I work as a Fitter for engineering company building waste disposal equipment.

**If you could have any car in the world what would it be and why?** 2002 turbo or a Supercharged Elfin (Lotus 7 clone) Both are very unusual cars and both would be very quick on a track day.

**Are you a Top Gear or 5th Gear fan?** Definitely a Top Gear fan, Caroline and I drove from Melbourne to Sydney to see the show the first time they came over.

**Do you have any pets?** We have an Australian Cattle dog named Leo and a British Short Haired cat named Missy

**Greatest road or track ever driven?** Phillip Island in my old XR6 Turbo

**Where would you like to drive if you haven't yet?** If I could get over to Germany it would have to be The Nürburgring, or Bathurst when the speed limit is removed.

**Ideal way to spend a Weekend?** I enjoy racing Radio Control cars or tinkering on my 2002. I have a body for my RC race truck in the Bmw E46 M sport racing livery, with Jim Richards autograph on it.

**Favourite event on the BMWCCV Calendar?** Show and Shine events

**Favourite Holiday Destination?** I really enjoyed Samoa and New Zealand when we visited a few years ago.

**Best car collection you have seen?** Not many unfortunately, Probably George Hetrel's when the club visited.

**Any special talents?** Remembering too many inappropriate jokes!!

**Is there any particular motorsport you enjoy watching?** I enjoy V8's, Rally, and club days, I find F1 too clinical sometimes.

**Favourite Quote?** I am not a complete idiot..... Some parts are on back order!!

**Hobbies?** Computers, Radio Control Cars, Helicopters and Planes.

**Have you met anyone famous?** Georgie Parker from All Saints and Home and Away, and various V8 drivers.



**SAVE THE DATE**

**SATURDAY 23<sup>RD</sup> JUNE 2012**

**BMWCCV FOUNDERS DAY**

**RACV CLUB, CONSERVATORY**

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# BMWCCV EVENTS - GRAND PRIX DISPLAY



# BMWCCV EVENTS - PHILLIP ISLAND CLASSIC



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# BMW CLASSIC NEWS

Munich/Stuttgart. Following its successful debut appearance in 2011, BMW Group Classic is returning to the Retro Classics show in Stuttgart this year with an array of visitor highlights. In the spotlight alongside the range of services offered by the BMW Classic Center – including restoration of historic customer-owned BMW models – in 2012 are the new BMW shop for replacement parts, historic motor sport (touring car racing, in particular) and a showcase of the various BMW 3 Series generations. “We’re delighted to be presenting the broad scope of our work at the Retro Classics show once again this year,” says Karl Baumer, Director BMW Group Classic. Experts from BMW Group Classic will be available at the BMW Classic event trailer to answer questions and respond to feedback from visitors. And the numerous and extremely dedicated BMW clubs will also add their own flavour to BMW’s Retro Classics stand.

## **BMW Group Classic now offering online shop for replacement parts**

Since 1 February 2012 customers have been able to search for and order parts for classic BMW models online at <http://shop.bmw-classic.de>. The site also offers information on the use of individual parts in the brand’s various model series. Stocking around 40,000 car and motorcycle parts, the online shop represents “the next phase in the realignment of BMW Group Classic and the logical next step in providing customer satisfaction and customer-oriented service,” explains Ralf Vierlein, Head of Sales and Aftersales at BMW Group Classic. The online service is only available to customers in Germany at present, but is set to be rolled out across the European market as a whole from 1 April 2012. Parts service representatives will be on hand in Stuttgart to demonstrate how the shop works, as well as providing advice and assistance with ordering parts.

## **The BMW 3 Series: milestones in the development of a legend**

The BMW 3 Series is now entering its sixth generation. And what better time for the Retro Classics show to host an exhibition focusing on the history of the world’s highest-selling premium car and heartbeat of the BMW brand. Over 12 million units of the 3 Series have been sold since it was first launched in 1975, creating a new segment. And it has been regarded as the quintessential compact sports sedan ever since.

## **Imposing icons: BMW touring cars**

This year BMW will compete in the DTM race series for the first time since 1994. And BMW Group Classic is using the occasion to present BMW’s history in motor sport in general – and touring car racing in particular – to the assembled audience. Selected BMW racing cars, including the BMW 1800 TISA, BMW 635CSi Group A, BMW 320i STW-Cup and McLaren F1 STR from 1997, illustrate key moments in BMW’s successful motor racing tradition since the 1960s.

## BMW PRESS CLUB



## **BMW Classic Commissions Remanufacture of Original BMW 328 Gearbox**

BMW Classic has commissioned the remanufacture of gear-wheel kits for the original Hurth gearbox installed in the BMW 328. This is a further indication of BMW Classic’s commitment to maintaining the brand heritage and reaffirms its objective that original parts can be used in BMW classics and indeed that this should be the case. At the moment, fully synchronised gearboxes or gearboxes that have been continually modified over the years are installed in the BMW 328. The first and second gears in the original Hurth gearbox from the 1930s were not synchronised while the third and fourth gears were synchronised.

BMW Classic has commissioned automotive supplier ZF Friedrichshafen AG – a proven gearbox specialist – to solve this tricky task. Specialists from the archive and the restoration workshop of BMW Classic as well as external specialists in the field of the BMW 328 have joined forces with the gearbox development engineers from Friedrichshafen to work on getting closer to the original status from the 1930s. The biggest challenge was establishing the actual status of the original because after more than 70 years, all the existing gearboxes have been subject to modifications and optimisations. The resources required are such that ZF Friedrichshafen AG has given the project a similar status to that of a prototype construction for modern gearboxes.

The first prototypes have already been installed in the works vehicles of BMW Group Classic. During the course of the year, they will undergo endurance testing at a variety of driving events. BMW Classic is anticipating deliveries to customers at the end of this year or the beginning of next year.

## **BMW PRESS CLUB**

*Top Marque 6*

# BMWCCV EVENTS - BALGOWNIE CRUISE

The BMWCCV Committee on behalf of its members would like to thank Rod & Val Smith for arranging a fantastic day out to Bendigo and Balgownie Winery



# BMW i8 CONCEPT SPYDER

The BMW i8 Concept Spyder with eDrive is an open-top two-seater embodying a form of personal mobility with equal sporting and emotional appeal.

Under the banner of its sub-brand BMW i, the BMW Group is developing a range of purpose-built vehicle concepts and complementary mobility services which meet the changing needs of customers and redefine the understanding of personal mobility. As well as adopting intelligent technologies and innovative design, BMW i is pursuing an all-embracing approach defined to a significant degree by sustainability throughout the value chain.

Following the presentation of the BMW i3 Concept and BMW i8 Concept, the BMW Group introduces the BMW i8 Concept Spyder to the mix. This third BMW i model embodies the future of cutting-edge and emotionally appealing mobility concepts. Its sporting design headlines the qualities of an open-top two-seater blending lightness, dynamic capability and efficiency with a very special aesthetic allure. The combination of intelligent lightweight design and state-of-the-art hybrid technology imbues the BMW i8 Concept Spyder with genuine sports car performance, yet its fuel consumption is no higher than you would expect from a small car.

Among the most eye-catching features of the BMW i8 Concept Spyder are the upward-swivelling, windowless doors and a range of purpose-oriented on-board equipment including electric kickboards stowed under a transparent tailgate. The sports car is based around the innovative LifeDrive architecture, itself underpinned by a lightweight modular construction and the use of high-quality high-tech materials. The BMW i8 Concept Spyder is a plug-in hybrid powered by an eDrive drivetrain combining a high-performance electric motor and petrol combustion engine. The lithium-ion battery supplying the motor with power can be recharged in an extremely short space of time from any domestic power socket. Together, the car's minimised weight, low centre of gravity and finely judged balance, coupled with a combined system output of up to 260 kW (354 hp), promise unbeatable dynamic capability, exceptional efficiency and unbridled driving pleasure.



# BMW i8 CONCEPT SPYDER

## **BMW i8 Concept Spyder with eDrive – driving pleasure with unbeatable efficiency and dynamics**

Barely a year after the unveiling of the 2+2-seater BMW i8 Concept, BMW i is presenting the second variant of this innovative hybrid sports car, a machine designed to light up the path to compelling and purpose-oriented mobility. Like its Coupe sibling, the emotionally charged BMW i8 Concept Spyder combines intelligent lightweight design with the leading-edge drivetrain technology eDrive, while its open-top two-seater construction delivers an even more intense driving experience. This is a car in which outstanding performance potential goes hand-in-hand with extremely low fuel consumption and emissions.



Compared with the Coupe variant of the BMW i8 Concept, the BMW i8 Concept Spyder has a slightly shorter wheel-base and overall length. With its compact dimensions and distinctive exterior paintwork, the sports car exudes a feeling of dynamism before it so much as turns a wheel, while striking features of its design include upward-swivelling, windowless doors and a transparent glass panel at the rear. Underneath this cover two electric kickboards are stowed, providing a visual showcase for the fun factor in mobility and adding another layer to the car's recreational appeal. Inside, a revised material and colour concept provides an extra dose of sportiness. Like the Coupe, the BMW i8 Concept Spyder with eDrive is a high-performance plug-in hybrid, and it fuses the specific advantages of an electric motor and combustion engine to optimum effect. Exceptional efficiency and dynamic capability are the upshot.

## **Modular LifeDrive architecture offers a preview of the future**

Like the Coupe, the BMW i8 Concept Spyder is also built around the innovative LifeDrive architecture, a fusion of independent functional units. For example, the carbon-fibre-reinforced plastic (CFRP) Life module gives the car an extremely lightweight passenger cell, while the Drive modules – made primarily from aluminium components – bring together all the car's operational driving functions, such as the powertrain, chassis and safety structure. Impressively extensive use of high-tech materials allows this innovative concept to chart new territory in terms of weight minimisation, structural rigidity and crash safety. This is good news not only for the car's dynamic performance, but also for its range and fuel economy. Intelligent lightweight design, encompassing the use of innovative materials, has allowed the unavoidable additional weight of the high-output hybrid drivetrain to be cancelled out in full. Plus, the LifeDrive architecture has been carefully adapted to the sports car character of the BMW i8 Concept Spyder. The front and rear axle modules are connected by an "energy tunnel", which houses the hybrid battery. This allows the engineers to give the car a low centre of gravity and ideal balance.

## **Plug-in hybrid: the perfect alliance of dynamic capability and efficiency**

Like the Coupe, the BMW i8 Concept Spyder with eDrive is a plug-in hybrid combining two different power sources and employing the specific advantages of its electric motor and combustion engine to optimum effect. The hybrid drivetrain's key components gel together with outstanding smoothness, allowing it to offer peerless dynamic capability and maximum efficiency. In other words, the open-top two-seater produces the performance of an out-and-out sports machine yet posts the fuel economy of a small car.

The 96 kW (131 hp) electric motor on the front axle works in tandem with a turbocharged three-cylinder petrol engine sending 164 kW (223 hp) through the rear wheels. Both units are in-house BMW Group developments and generate an aggregate system output of 260 kW (354 hp) and peak torque of 550 Newton metres. That is enough to accelerate the BMW i8 Concept Spyder from 0 to 100 km/h (62 mph) in five seconds on the way to an electronically governed top speed of 250 km/h (155 mph). Despite this performance, the two-seater burns just three litres of petrol per 100 kilometres (equivalent to fuel economy of 94 mpg imp) in the European test cycle.

The electric motor sources its energy from a lithium-ion battery which can be fully charged from a domestic power socket in less than two hours. The high-output battery is located in the energy tunnel between the front and rear axle modules in order to keep the car's centre of gravity as low as possible – and therefore to maximise the car's dynamic performance. The space-saving and well-balanced packaging of this and other drive and chassis components gives the sporting two-seater ideal 50:50 weight distribution.

With its battery fully charged, the BMW i8 Concept Spyder can cover up to 30 kilometres (19 miles) on electric power alone. As such, far from filling in as a bit-part player, the electric motor plays a role equal to that of the petrol engine. If required, a high-voltage alternator hooked up to the combustion engine generates extra power, which is then stored in the hybrid battery. This range-extending function during the course of a journey allows the two-seater to travel further between charging stations.

# BMW i8 CONCEPT SPYDER

Another special feature of the BMW i8 Concept Spyder is the ability to send power through the front, rear or all four wheels at the same time. Intelligent control electronics ensure that the optimum drive configuration is available for the situation at hand. The driver can view the driving mode currently engaged and monitor the activity of the two drive sources on the large information display in the cockpit. Furthermore, the electronic systems ensure maximum energy recuperation under braking or when coasting. All of which means that the driver can enjoy maximum dynamic performance, unbeatable directional stability and minimal consumption and emissions at all times.

## **Connectivity: the perfect link between mobile living environments.**

BMW i sums up the idea of mobility geared to the demands of the future and the needs of its customers. To this end, BMW i drivers will have a new generation of driver assistance systems at their disposal which significantly enhance both safety and comfort. For example, the camera-based proactive Collision Warning system, Parking Assistant and Traffic Jam Assistant ensure all on board can enjoy a safe and relaxed journey.

In addition, BMW i is developing an array of innovative connectivity functions which provide a seamless link between its models and their owners' lives outside the car. Remote functions accessed via a smartphone help users to locate their car in large car parks (CarFinder), show nearby charging stations, allow the battery to be charged at pre-set times and inform drivers on the current status of their vehicle. Plus, the battery and interior can be brought up to peak operating temperature before the driver sets off on a journey. The Last Mile Navigation function, meanwhile, assists drivers after they have parked their car, with route instructions transferred directly onto their smartphone directing them along the last leg of their journey on foot – to a museum or restaurant, for example. And the Intermodal Route Planning function effectively integrates the car into the local public transport network and provides information on current parking availability at the driver's destination.

## **Forward-thinking analysis of the driving situation**

The car's power electronics are linked up to intelligent navigation and traffic guidance systems to enable the hybrid drive system to work at maximum efficiency. In this way, information on route profile, speed limits and unavoidable traffic congestion are incorporated into the calculations of the energy management system so that the hybrid system's operating strategy can be adapted accordingly. For example, proactive charging of the hybrid battery allows the BMW i8 Concept Spyder to negotiate a traffic tailback on the road ahead using electric power alone – and therefore without producing any emissions. In addition, handy displays such as fuel consumption history allow interesting reflections on past journeys and help to optimise the driving style of the individual at the wheel.



## **The BMW i concept**

BMW i is about the development of visionary vehicles and mobility services, inspiring design, and a new premium perception strongly guided by sustainability. Under the banner of the young sub-brand, the BMW Group is developing purpose-built vehicle concepts which redefine the understanding of personal mobility. Key elements include ground-breaking technologies, intelligent lightweight design and the innovative use of materials, all with the aim of creating vehicles with extremely low weight, the greatest possible range, generous interior space, poised and authoritative driving characteristics, and exceptional safety. The BMW i8 Concept Spyder follows in the tyre tracks of the BMW i3 Concept and BMW i8 Concept Coupe as the third concept car created under the BMW i sub-brand.

Sustainability plays a paramount role in the BMW i concept. It is an issue that runs like a thread throughout the value chain – all the way from purchasing, through development and production to sales and marketing. And when it comes to the efficient manufacturing of its vehicles, BMW i goes a step further still. The Leipzig production plant will see an additional 70 per cent reduction in water use and 50 per cent drop in energy consumption per vehicle over the years ahead. And the energy that is used will be sourced 100 per cent from renewable sources.

## **BMW PRESS CLUB**

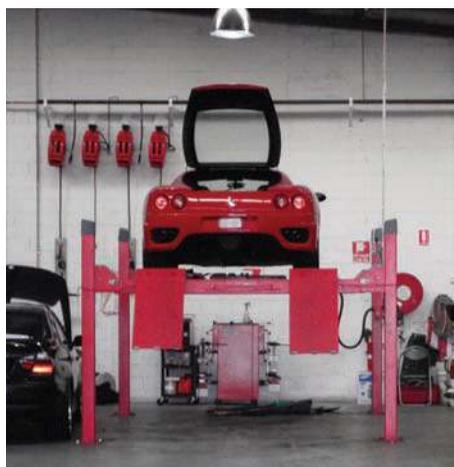
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# BM Tech

## Canterbury Essendon



# NEW ZEALAND FESTIVAL OF MOTOR RACING

NEW ZEALAND has a rich motor racing history, borne out of the need to “make do” with whatever was available. This attitude nurtured the likes of Bruce McLaren, founding father of the current McLaren Mercedes Vodafone F1 team and CanAm and Le Mans winner, Chris Amon, probably the best driver never to win a F1 race but good enough to win Le Mans with McLaren in 1966, and Denny Hulme, 1967 F1 World Champion for Brabham and CanAm Champion for McLaren. Over the past three years, The New Zealand Festival of Motor Racing has celebrated, or will celebrate in Denny’s case, these famous drivers with McLaren in 2010, Amon in 2011 and Hulme in 2013. This year was a slight departure and celebrated BMW Motorsport to coincide with the 40th anniversary of the most powerful letter in the world ... M.



Held at the new Hampton Downs Motorsport Park, about 45 minutes south of Auckland, The Festival sets out to celebrate all things to do with the honoured name. The McLaren Festival brought together some 110 cars from all over the world with direct links to Bruce McLaren, be they Cooper F1 or CanAm monsters. Australia contributed 68 cars to that Festival, not all McLaren-related but certainly with an interest in competing in such a prestigious event. Of particular note was a Cooper T70, the only one left in the world (of two built) owned by Melbourne enthusiast Adam Berryman and Bruce McLaren’s actual NZGP winner from 1964.

Hampton Downs is a swoopy, flowing circuit approaching four years old and 3.2 kms round. I had the pleasure of piloting my brother’s Cooper T56 Formula Junior on the circuit in the McLaren parade, what a wonderful experience at those speeds and surely even more so when the going gets serious!

The BMW Festival was conceived a few years ago in discussion between the promoter of the series, Jim Barclay, and my colleague and good friend on the International Council, BMWCCNZ President Gerry Hodges. Jim was very happy to accept the suggestion of a celebration of all things BMW Motorsport, partly to recognise the massive success of the BMW Race Series in New Zealand which regularly sees full grids of E30 and “Open” class BMWs.

How to make the Festival even more attractive? During the International Council meeting in Queenstown late in 2010, Gerry and I had the opportunity to broach the subject with BMW Museum Director Ralf Rodepeter. We suggested to Ralf that BMW Group Classic should send a selection of its finest to New Zealand for the Festival. Ralf readily agreed and the wheels were set in motion in Munich. Meanwhile, Gerry set about working with Jim Barclay to involve BMW Group New Zealand who very quickly came on board as event sponsors. MD Mark Gilbert, who had heard us bending Ralf’s ear, is never one to miss a marketing opportunity and threw the full weight of his responsibility behind the Festival, to be called “The Festival of New Zealand Motor Racing, Celebrating BMW Motorsport” and timed for the last two weekends in January, 2012.

New Zealand not only has a fantastic F1 / Le Mans / CanAm racing pedigree, but has also been the hotbed of saloon car (as they call them) racing over many, many years. Shining very brightly on that stage has been BMW’s involvement with many works and ex-works cars being campaigned in the domestic and international races held on New Zealand’s circuits. Many of those cars still live there and are not just ornaments but actively raced cars to this day, and it was these cars that Jim and Gerry went after.

Of course, there is also a number of prominent cars living in Australia too, and four of those committed to go to New Zealand to attend ... Bill Cutler’s ex works Schnitzer E30 M3, Jervis Ward’s ex Richards/Brock Mobil E30 M3, David Towe’s ex Richards JPS E30 M3, and Adrian Brady’s ex Richards JPS E24 635CSi. Sadly, Adrian was forced into early withdrawal when business commitments meant the pristine car couldn’t go. You will have noticed that every one of these cars is the “real deal”, no replicas or recreations here!



# NEW ZEALAND FESTIVAL OF MOTOR RACING

I have been fortunate over the years of the Festivals to have been appointed the Australian freight forwarder for the event and have shipped well over two hundred cars to the respective McLaren / Amon / BMW Festivals, and to the 50th Anniversary of Formula Junior before that.

The two Melbourne cars and two Sydney cars (along with a genuine ex BMC works 1959 Austin Healey 3000 Sebring) were loaded into their respective containers for the four-day Tasman crossing. On arrival in Auckland, my associate office there took care of the required Customs and Quarantine formalities and delivered the containers to Hampton Downs ready for the owners to unpack and prepare to race.

I had decided early on to take my 1987 E28 M5 too, this was an opportunity not to be missed and Gerry Hodges had asked if I could as, like here, the car is not exactly an every day sight. Club member Josh Barlowe also committed to take his lovely 1983 E23 745i. These two were shipped roll on roll off to Auckland, which does sound scary but apart from the wharfies pinching my M keyring, went off without a hitch.

On arrival in Auckland, Josh and I collected our cars and put them through the mandatory Warrant of Fitness (road-worthy) and registration testing, very straight forward and welcoming ... we were able to register the cars for 90 days for NZD92.00 which included the roadworthy test and drive them on our own plates. The technicians at the testing centre were as interested in the two extremely rare cars as a welcome break to the hordes of rental Kias and Hyundais they were afflicted with on a daily basis.

Day One at Hampton Downs and I just could not believe my eyes. Driving into the circuit, I was met with a sea of blue and white banners. Mark Gilbert was true to his word and this was BMW nirvana. The BMW Car Club of New Zealand had prepared an under cover display area for the entire event and this was where the M5 ended up ... on display with an eclectic array of cars. As with New Zealand's historic racing cars, it is an absolute credit to the Club that so many rare and valuable cars reside in such a small (about 350 members) BMW community.

Try ... E24 Alpina B7S Turbo, E21 Alpina C2 2.3, E26 M1, E9 CSL and CSi models, E30 M3s, Z8 Alpina, E46 M3CSL ... to name a few. Also proudly on display were the two cars gifted to the Club by BMW Group New Zealand, the first 1600/2 ever sold in the country and the personal 2000CS of BMW New Zealand founding MD Ross Jensen.

And then there were the racing cars! I'm sure I counted 135 BMW racing cars of various types ranging from humble E30 318 Club cars right through to fearsome E46 M3GTRs. Famous cars abounded. Adding to the Australian flavour were any number of ex works cars ... B&H E30 M3, Diet Coke E30 and E36 M3s, 635CSis ... all beautifully turned out.

I mentioned that the Group Classic Museum in Munich had agreed to send some cars to New Zealand and like so many others relating to this Festival, they were good to their word. Proudly on display were the Chris Amon 1972 Nurburgring Six-Hour winning E9 3.0CSL, DTM E30 M3 and "Munich Pubs" E26 M1 Procar. The M1 and M3 were to be used in demonstration runs by such known names as Jim Richards, Greg Murphy and Paul Radisich and arrived from Munich with their own two keepers. The Amon car is "beyond value" and was for display only.

Speaking of Jim Richards, Jim and his wife Fay were guests of honour at the first weekend with Jim down to race the Peter Sturgeon-owned 635CSi in JPS colours. This is the famous number 31 car that was originally built in Group C spec and then updated with the introduction of Group A, always in JPS black and gold. This was the first time in 25 years that Jim had raced a BMW of any sort, and that familiar Richards grin said it all. Jim told me he couldn't believe how good the car was to drive again, and while very much a midfield runner, it was certainly one of the darlings of the day's racing. Jim also did some very quick laps in the M1 and M3 DTM racing cars, again commenting how special they are and what a privilege it was to drive them.

Who can forget Sunday's race ... late afternoon, full grid of 38 cars, two laps in and down came the rain. We're not sure if everyone else slowed down or Jim speeded up, probably a bit of both, but there was no doubting the Rainmeister's win in those conditions, the magnificent howl of that big six bringing back pleasant memories of saloon car racing that actually meant something. I'm picking Jim would love to have stayed for the second weekend too!



# NEW ZEALAND FESTIVAL OF MOTOR RACING

The facility at Hampton Down is best described as “developing” with a new pit building complex nearing completion and much sealing of pit and paddock areas in progress too.

BMW Group New Zealand provided guest hospitality, merchandising and a display of every car available in their range. Their Performance Driving fleet of E90 325d cars was available to take interested spectators on “controlled” laps of the circuit and I was fortunate enough to be given a steering job in one of them.

The event wasn't all about racing though, and each Saturday evening there was a special dinner held at the circuit, the first sponsored by Castrol, the second by Warsteiner.

I had been seconded to MC both the dinners and spent a good few fun hours interviewing Jim Richards, Robbie Francevic, Ludwig Finauer, Ralf Rodepeter and others and also auctioning some beautiful original paintings to benefit Jim Barclay's chosen interest, The Bruce McLaren Trust.

When it was all done and dusted, the cars were shipped home again. The Australian drivers had nothing but praise for the event and camaraderie of their New Zealand counterparts who did not hesitate to get stuck in and help when required with diff changes and the like.

The New Zealand qualifying and race start systems did leave a few question marks ... cars start in the order of their fastest lap from the previous race ...but that's the way they do it there, and when in Rome ....

Time to thank so many: Jim Barclay for his foresight in arranging the whole thing, Gerry Hodges for his usual “get it done” attitudes, Mark Gilbert for committing so much of BMW Group New Zealand's resources to the event, Fay and Jim Richards for their starring role, Bill, Jervis and David for taking their cars, and Adrian who couldn't but would have!! It was also so good to see a number of our national members there from Tasmania, Canberra and Brisbane

I'm sure most know that New Zealand is “home” for me, and to have my lovely car there (and driven by Ralf Rodepeter in the display laps) was an absolute pleasure and privilege. I know for sure that historic BMW racing has fired Jim Richards up with the second JPS E30 M3 well under restoration in Jim's workshop.

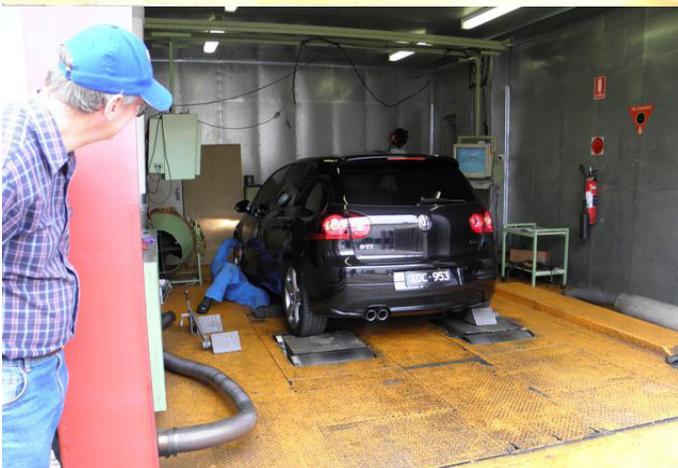
Thanks too to Evelyn for helping me do it all and to my brother Ian for his usual hospitality. Ian races the Cooper I mentioned before, but some quick laps driving the M5 certainly gave him a different perspective, one that I know he enjoyed!

**STEWART GARMEY**

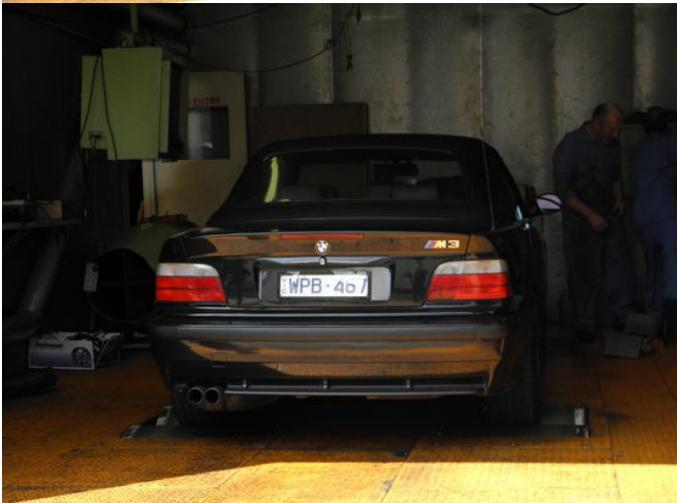


# BMW CLUB EVENT - DYNO DAY

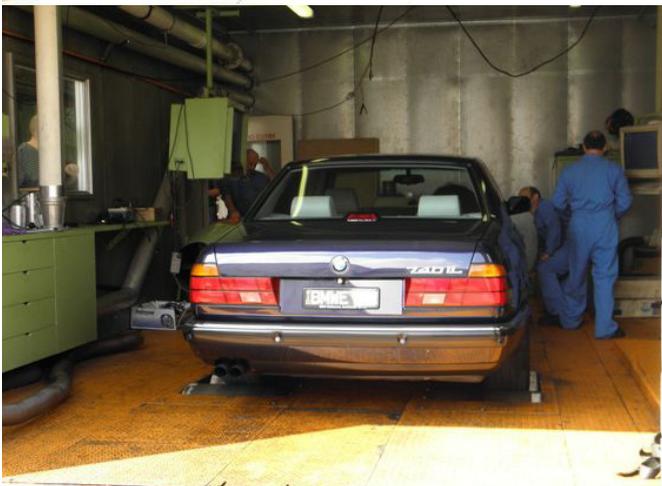
The BMWCCV Committee on behalf of its members would like to thank all the organisers and BENINICA MOTORS. There were some unexpected results!



# BMW CLUB EVENT - DYNO DAY



# BMW CLUB EVENT - DYNO DAY



# BMW CLUB EVENT - DYNO DAY

| <b>BMW CAR CLUB OF VICTORIA</b>      |             |             |               |               |               |
|--------------------------------------|-------------|-------------|---------------|---------------|---------------|
| <b>DYNO DAY - 18th February 2012</b> |             |             |               |               |               |
| <b>NAME</b>                          | <b>REGO</b> | <b>MAKE</b> | <b>MODEL</b>  | <b>MAX KW</b> | <b>MAX Nm</b> |
| TAYLOR Leigh                         | PDD 403     | SAAB        | 2.3           | 246.1         | 445.7         |
| GOLDOVIC Tom                         |             | BMW         | E90 M3        | 229.4         | 312.0         |
| WHELAN Tony                          | ARW 760     | BMW         | E66 760Li     | 223.6         | 433.4         |
| CORRIN Bruce                         | BC 1973     | BMW         | E46 M3        | 191.2         | 329.7         |
| SONG Mark                            | MSONG       | BMW         | E36 M3        | 187.3         | 295.8         |
| FARRELLY Adam                        | WIA 054     | BMW         | E39 530i      | 185.4         | 222.2         |
| LEE Zhi-Yong                         | WPB 487     | BMW         | E36 M3        | 183.7         | 301.8         |
| SAINT Alan                           | XXM3XX      | BMW         | E36 M3        | 173.8         | 239.6         |
| MUIR Scott                           | 11406H      | BMW         | E32 735i      | 171.0         | 408.0         |
| GREENDA Gary                         | 11545H      | BMW         | E24 M6        | 168.2         | 287.4         |
| SOLAKIDIS Peter                      | XDC 953     | VW          | Golf GTI      | 163.7         | 262.2         |
| HAMILTON Glenn                       | GHR 30      | Ford        | BA LTD petrol | 163.0         | 351.0         |
| HAMILTON Glenn                       | GHR 30      | Ford        | BA LTD gas    | 159.1         | 351.7         |
| CARVER David                         | 1DJC        | BMW         | E36 M3        | 157.6         | 262.0         |
| CARUSO Paul                          | BMWE 32     | BMW         | E32 740iL     | 155.6         | 317.2         |
| WALDIE James                         | WALNUT      | BMW         | 130i          | 149.8         | 265.9         |
| ILSEY Dean                           | QIS 366     | BMW         | E28 525i      | 146.1         | 273.9         |
| HORLEY Nick                          | WNF 660     | BMW         | X5 3.0d       | 135.8         | 434.2         |
| PATAN Jenna                          | V JENNA     | MINI        | Cooper Works  | 133.5         | 271.1         |
| BOURKE Brian                         | OMB 800     | BMW         | E34 535i      | 131.4         | 297.0         |
| CHNG Johnathan                       | XJS 491     | BMW         | E34 535i      | 131.1         | 246.5         |
| FINDLAY Russell                      | BWH 569     | BMW         | E30 325i      | 129.5         | 258.7         |
| HORLEY Nick                          | TBM 330     | BMW         | E46 330i      | 128.3         | 264.2         |
| SAINT Alan                           |             | BMW         | E30 Racecar   | 123.8         | 220.2         |
| MEYER Christian                      | 09305H      | BMW         | E28 525e      | 117.5         | 216.9         |
| HON Elky                             | BM E90      | BMW         | E90 325i      | 117.1         | 191.9         |
| BATEMAN Rodney                       | RB 1976     | BMW         | E36 325i      | 114.8         | 202.0         |
| BOURKE Brian                         | 03565H      | BMW         | E30 Racecar   | 108.8         | 201.0         |
| WEST Jim                             | YOG 540     | BMW         | E30 325iS     | 106.2         | 187.1         |
| de LISLE Simon                       | OMY 325     | BMW         | E30 325i      | 99.1          | 176.8         |
| MAYWORM Nick                         | 11408H      | BMW         | E30 318i      | 97.0          | 177.8         |
| STOTT Vaughan                        | 12606H      | BMW         | 635CSi        | 94.7          | 197.3         |
| EYLWARD Tim                          | 70 BMW 2002 | BMW         | 2002          | 81.0          | 142.5         |
| SCHNEIDER Tom                        | 11561H      | BMW         | E30 323i      | 78.5          | 154.4         |
| FULLER Peter                         | WLC 053     | BMW         | 135i          | DNF           |               |



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# BMW CLUB EVENT - DYNO DAY





## Sunday Cruise and Poker Run through the Brisbane Ranges

**Sunday 23<sup>rd</sup> September 2012**

All Members, Family and Friends are invited to join us on a cruise to  
**Del Rios of Mt Anakie Winery**  
**2290 Ballan Road, Anakie**  
Followed by afternoon tea at Moorabool Valley Chocolate

Meet at the BP Service Station, Western Hwy, Rockbank, Ballarat bound  
at 9:00am for a 9:30am departure.

As lunch for members at this event will be provided by the BMWCCV,  
registrations must be received by Friday 14<sup>th</sup> September 2012  
to Tony Whelan, Event Organiser [secretary@bmwccv.com.au](mailto:secretary@bmwccv.com.au)

Drinks at own cost. Non-Member lunch cost at \$30.00/head.



Please Note: BMWCCV does not condone and will not tolerate unsafe driving or hooning of any type on this event.  
Remember we will be travelling on public roads, please keep our image clean and keep within the road rules.  
Our drive and tour events are not race days, they are for our driving pleasure and we want them to be enjoyed by all.

### REGISTRATION FORM

send to GPO Box 1250, Melbourne 3001 or email to [secretary@bmwccv.com.au](mailto:secretary@bmwccv.com.au)

**Brisbane Ranges Sunday Cruise and Poker Run**  
**Sunday 23<sup>rd</sup> September 2012**

NAMES of ATTENDEES \_\_\_\_\_ MEMBERSHIP No: \_\_\_\_\_

EMAIL \_\_\_\_\_ PHONE: \_\_\_\_\_

# BMW DESIGN ICONS

## Some interesting facts that you may not know about BMW

Over the years, the styling of BMW cars has produced a host of design icons which have become synonymous with the brand as a whole and, in some cases, signature features of individual models.

### Front end

A kidney-shaped radiator grille and twin circular headlights “sawn off” along the top define the front end of a BMW. These distinctive “facial” features ensure that a BMW is clearly identifiable even without the brand logo on display.

### Kidneys

The two-part, rounded-off radiator grille – known as the kidney grille – was established as an iconic feature of BMW cars in 1933. This design element has been a fixture across all the brand’s model series since 1935.

### Focused look

The brand’s hallmark twin circular headlights are “sawn off” across the top, creating the distinctive focused look over the road ahead.

### Proportions

The proportions of BMW cars have become a hallmark feature. A long wheelbase, long, sweeping bonnet and set-back passenger compartment generate a feeling of dynamic urgency before the car so much as turns a wheel. In other words, a BMW needs only a single glance to tell you what it’s all about: Sheer Driving Pleasure.

### Hofmeister kink

The Hofmeister kink – the counter-sweep at the foot of a BMW’s C-pillar as it meets the body – was named after Wilhelm Hofmeister. The former BMW Body Design Director first introduced this styling cue to BMW cars in 1961. The Hofmeister kink emphasises the car’s dynamic, forward-surging stance and hints at BMW’s traditional rear-wheel drive.

### Window design

The side windows of a BMW, with their chrome-coloured surrounds and black B-pillars, recall the styling of classic coupés. Their long, low-profile design enhances the dynamic appearance of a BMW.

### Swage line

The customary swage line of a BMW divides the car’s body and is a defining element of its side view. The designers use the swage line to enhance or dilute the wedge shape of the brand’s various models. The car’s door handles are integrated into the swage line, allowing its lavishly contoured surfaces to be showcased even more effectively.

### L-shaped rear lights

The L-shaped design of the rear lights underlines the width of the rear end, which in turn visually enhances the car’s presence and stability.

### Driver-focused design

Important operating and control elements in the instrument panel and centre console are angled visibly towards the driver, putting them directly within reach.



## BMW PRESS CLUB

# BMW AT AUTO CHINA 2012

## **World premiere – the new BMW 3 Series sedan in the long wheelbase version**

Developed at BMW head office in Germany, it will be rolling off the production line in the new Shenyang production plant and celebrating its world premiere at Auto China 2012 in Beijing – the new BMW 3 Series sedan in the long wheelbase version. With its wheelbase extended by 11 cm, a conspicuously elegant design, and the best rear seat travel comfort among the competition, this new model fulfils precisely the expectations of Chinese automobile customers. They can choose from the BMW 335Li, the BMW 328Li, or the BMW 320Li, each fitted with a powerful and efficient engine featuring BMW TwinPower Turbo Technology. Also presented at Auto China will be the new BMW 3 Series sedan with the normal wheelbase and the full hybrid model BMW ActiveHybrid 3.

## **Asian premiere – the BMW 6 Series Gran Coupe**

Fascinating aesthetics and thrilling driving pleasure are the hallmarks of the BMW 6 Series Gran Coupe, which at Auto China 2012 will be announcing the advance of German premium automobile manufacturers on a new vehicle segment. The brand's first four-door coupe combines the sporty, elegant styling of the BMW 6 Series with a luxurious interior ambience and a high level of seating comfort in the rear. The offer in China will include the BMW 640i Gran Coupe with its inline six-cylinder engine and the BMW 650i Gran Coupe whose new V8 drive can also be combined with the intelligent all-wheel-drive system BMW xDrive. The BMW Individual programme available for the launch will boost the exclusive appeal of the BMW 6 Series Gran Coupe

## **Asian premiere – the new BMW M6 Coupe**

The new BMW M6 Coupe embodies high performance in its purest form. The high-revving V8 engine with M Twin Power Turbo Technology and 412 kW / 560 bhp, the seven-speed M dual transmission Drivelogic, the Active M Differential, the M specific suspension technology, extensive body reinforcements, and the optionally available M Carbon ceramic brake represent an advance into a whole new dimension of driving dynamics. The sporty, elegant lines of the two-door model are supplemented with hallmark M design features. One highlight is the strikingly contoured roof of carbon-fibre-reinforced plastic.

## **Asian premiere – the new BMW X3 xDrive28i**

Yet another variant of the BMW X3 now features BMW TwinPower Turbo Technology for intensified driving pleasure and reduced fuel consumption. The new BMW X3 Drive28i is powered by a 180 kW / 245 bhp four-cylinder engine that not only develops optimised pulling power, but also enhances greatly the efficiency of this Sports Activity Vehicle by interacting with the eight-speed automatic transmission, the automatic engine start-stop function, brake energy regeneration, and ECO PRO mode activated at the drive experience switch.

## **Asian premiere – the new BMW X6**

The BMW X6 is the world's first and only Sports Activity Coupe and now presents specific design modifications and innovative equipment features serving to underscore its exclusive status. Among other things, the new BMW X6 has a particularly strikingly designed radiator grille, higher fog lights, and rear lights featuring LED technology. The new BMW X6 is the only vehicle in its segment to be optionally available with adaptive LED headlights.

## **Asian premiere – new BMW ConnectedDrive services**

The BMW ConnectedDrive range on the Chinese automobile market will be supplemented with new functions for optimising infotainment access, comfort, and safety. These optional apps allow, for instance, access to webradio stations and social networks in the vehicle. Moreover, BMW models can now be fitted with the BMW Head-Up Display and the Surround View system.

## **Attraction: the BMW i3 Concept**

With individually tailored vehicle concepts, sustainability throughout the entire supply chain, and supplementary mobility services, BMW i has created a whole new understanding of individual mobility. The central focus is on ground-breaking models which set new milestones along the road to CO<sub>2</sub>-free motoring by means of innovative drivetrain technology and consistent lightweight construction. At Auto China 2012, visitors will be presented with the BMW i3 Concept, whose powerful electric drive and innovative passenger cell of carbon-fibre-reinforced plastic provide the ideal conditions for zero-emissions driving in local urban traffic. This BMW i study provides a look ahead to the very first electrically powered premium vehicle, due to go on the market as early as 2013 as the BMW i3.



# THE COMPLETE BMW WELT EXPERIENCE

The BMW Welt “ensemble” – formed by the BMW Welt, Museum and Plant – has quickly become one of Bavaria’s top attractions. The success of all three realms of discovery lies in their diverse range of regularly changing exhibitions and focus topics, as well as their exciting programme of events. The BMW Welt combines technology, design and innovation with lifestyle, dynamism and culture to create a public space for meeting and discussion.



## **The BMW Welt. The heart of the brand – the beat of the city**

Since it opened in 2007, the BMW Welt has provided its roughly two million visitors a year with a wide range of unforgettable experiences – and, today, is one of Bavaria’s most popular attractions. Visitors from all over the world come to admire the latest trends and exhibitions, technology and design, or even experience the excitement of collecting their new car at the BMW Welt. Both as a building and an institution, the BMW Welt serves as an important interface between the company, the brand, its products and the visitor. This is the only place where it is possible to experience the company’s past, present and future as a whole.

Besides personal delivery of up to 100 cars a day to their new owners from all over the world, exclusive presentations of the latest vehicle model series and motorcycles, combined with interactive exhibits, offer insights into BMW research, development, design and production – and allow the visitor to experience the BMW brand and the company from virtually every perspective.

## **BMW Museum. History up close**

The BMW Museum was built right next door to the BMW Group Headquarters – which Munich residents soon dubbed the “Four-Cylinder” – in 1973. The concept behind the BMW Museum, which reopened on 21 June 2008 following an extensive expansion, focuses on the fascination of the BMW brand. Around 120 original exhibits showcase more than 90 years of BMW brand history along a central route, or “road” that guides 400,000 visitors a year through 25 separate exhibition areas.

## **BMW Plant. A passion for technology**

The BMW Plant Munich is the original BMW Group Plant. As part of the BMW Group’s global production network, the plant builds up to 1,000 BMW 3 Series (Touring and Sedan models) and more than 1,000 power units a day, including four, eight and twelve-cylinder petrol engines and high-performance engines for the M3, M5 and M6. The Munich plant employs a workforce of around 9,000 people from more than 50 countries and accommodates all automobile production technologies. It belongs to the Group’s global production network of 24 plants in 13 countries and, as part of the BMW Welt, also serves as a “window on the world of BMW production”.

## **The BMW Welt**

The roof of the BMW Welt could easily fit over Saint Mark’s Square in Venice. But the entire roof construction is supported by just eleven pillars, so that it almost appears to be floating. Some 3,600 solar cells were installed on this same roof, over a total area of 6,300 square metres, creating the impression of a single entity. Photographers and camera teams have also discovered its exciting architecture for themselves: The BMW Welt is regularly used as a location for TV productions and photo shoots.

The BMW Welt also offers an exceptional fine-dining experience. A large team of expert staff takes care of visitors’ well-being, serving everything from light meals to three-course dinners, and making a visit to the BMW Welt a real culinary highlight.

At its opening in 2007, Christian Ude, Lord Mayor of Munich, the Bavarian state capital, commented that: “In this day and age of growing competition among industrial locations, it is by no means a given for such a large, dynamic and, in particular, global company to put down deeper roots in the city. The BMW Welt not only benefits Munich in visual and architectural terms – it is also a highly significant project through which BMW is once again pledging its commitment to its home city.”

## **The BMW Museum. History up close**

Munich is where BMW’s history all began. The Museum also reflects the ongoing history of the company in the city. Visitors are able to experience and learn about the brand’s technological horizons and design history: from the very beginnings early last century all the way into the new millennium. The Museum’s collection of historical cars, motorcycles, racing and aircraft engines, combined with a glimpse of the technology and designs of the future, have been the foundation of its success since 1973. With its unique range of original exhibits, the BMW Museum appeals to visitors from all over the world and has established itself as one of Munich’s most popular attractions.

# THE COMPLETE BMW WELT EXPERIENCE

Since it reopened in 2008, the BMW Museum has continued not only its own success story, but also that of the company – in a new space, with new content: With its new approach, and five times the exhibition space, the BMW Museum highlights BMW's competence and innovative strength.



Over an area of 5,000 square metres, vehicles, themes, architecture, design and media concepts combine to provide an unmistakable brand experience and form a unique composition of exhibits from past, present and future. The range of topics comprises the history of the BMW Company, its brand and products, and combines all of these with a broad range of developments in design, technology and motor sports. Strolling through 25 focus topics, visitors from all over the world walk along "Museum roads" and submit to an intense brand experience.

## **The concept of the museum of the future**

The museum concept focuses on the fascination of the BMW brand. Special emphasis has been placed on using the latest presentation techniques to showcase the more than 120 original exhibits and present information on BMW vehicles, their sporting successes and the design development process in an interesting way.

A central "road" leading through the Museum creates an urban setting and guides the visitor through space and time. The "Bowl" is an ideal new venue for any kind of temporary exhibition as well as a wide range of cultural events.

## **The BMW Plant. A passion for technology**

The same high standards of quality, safety and careful use of resources apply at all plants within BMW's international production network. Innovative production technologies and highly skilled employees at all locations assure the production of premium cars "Made by BMW" comprising more than 10,000 individual parts and components.

The BMW Plant Munich is the BMW Group's original plant. It is located in the north of the city, directly next to the BMW Group Headquarters, the BMW Museum and the BMW Welt. The Plant employs a workforce of around 9,000 people from more than 50 countries around the world, including around 700 apprentices.

As a part of the BMW Group's global production network, the BMW Munich Plant builds more than 1,000 engines and up to 1,000 cars a day. Representing all of the BMW Group's international production facilities, the BMW Munich Plant, next to the BMW Welt, offers visitors a direct insight into state-of-the-art automobile manufacture.

## **The BMW Plant Munich. Authenticity and technology**

The origins of BMW production go all the way back to the year 1917. Since 1922, the plant has stood in Munich's Milbertshofen district in the north of the city. Originally, the Munich Plant built only aircraft engines and motorcycles: In fact, BMW's 100,000th motorcycle rolled off the production line here in 1938. Automobile production in Munich did not begin until 1951, with the launch of the BMW 501.

The first BMW Isetta was built just four years later, securing additional jobs. The BMW 1500, the brand's first sporty four-door midrange sedan, entered production in 1962, laying the foundation for BMW's success in the market. The company transferred some stages of production from Milbertshofen to the town of Dingolfing some 110 kilometres north-east of Munich in the late '60s, with motorcycle production moving to Berlin in 1969 to relieve the BMW Plant Munich.

The BMW 3 Series, to this day the BMW brand's most successful model series, entered production at the Munich Plant in 1975. Numerous innovations in control and production technology were introduced at the Milbertshofen Plant for the first time – such as the world's first fully-automated production of the under-body assembly in the body shop.

The 1980s were characterised by ongoing expansion of BMW's production network, with new plants in Steyr, Regensburg and Wackersdorf all going on stream. After the foundry was moved to Landshut and the BMW's Research and Innovation Centre completed in the north of Munich, the Munich Plant concentrated on the production of automobiles and engines from the mid-80s on. One of the key decisions taken in the '90s was to build all of the BMW Group's large, high-performance M engines at the Munich Plant.



## **BMW PRESS CLUB**

# E30 RACING REPORTS

## Welcome to another season of E30 Racing

I took my race car to the BMWCCV dyno day to give it a run a few weeks prior to the start of the new racing season, having fitted some new extractors, as I was keen to see if any improvements had been made, and, to my surprise, the car had developed a miss under load, and only made 123.8 rkw. When I got home, I could hear the occasional tell-tale sounds of sparks jumping around the distributor cap area, so I changed the cap and leads with some spares I had, and the noise went away.

I thought I should make sure it is healthy again, and headed down to Portland to Rob Braune's dyno, where a couple of minor tweaks to the air flow meter and a spark plug change saw power back to where it should be (a few more than last time on the same dyno, and a fair bit more than on Beninca's dyno). Brian Burke arrived soon after with his car, and around four or so hours later, significant gains were found in his car as well, particularly through the mid range, plus a nice increase in peak power...but enough of that...

Set out from home on Thursday for Wakefield Park at Goulburn, NSW, a little apprehensive about the trip due to massive amounts of rain all the way up the east coast, and major flooding, including some evacuations in Goulburn. I didn't get to far before this was evident, as before even getting to Bendigo, I was driving through water that was getting the E30's tyres wet on the trailer! Then, not far on the other side of Bendigo, I had to double back about 15kms due to a road closed and poor signage.

Then the road was blocked at a town just before Violet Town, resulting in another 40km back-track. Eventually I made it to the Hume via Shepparton and Benalla and started heading north... Didn't get too far though, as around 10km north of Wangaratta all traffic was being stopped! After another 40 minute wait, someone come around and asked me to pull up further on the left, so I drove to where instructed...about 4 cars behind Chris Bell and Steve Seizis, so there we sat, chatting for a couple of hours while Vicroads set up a north-bound lane on the south-bound side of the highway. Eventually, off we went, trouble free for the rest of the journey.

Friday morning we all headed out to the track for our first look at the venue. Stan Armstrong, Geoff Bowles and Michael Stillwell had raced there before, as had the Canberra boys who had either raced or been at club sprints there as it is their home track. For the first couple of sessions, I watched what some of the other guys were doing while waiting for my tyres to be fitted, and then headed out on the track for my first look.

The track was very wet as it was still raining, and the grip levels of the surface varied from next to no grip, to quite good grip and then back to almost none inside 20 metres, so the challenge was to not only learn the track layout, but find the best lines to maximize the grippy parts of the surface in the wet conditions. After 3 sessions of practice, I was feeling comfortable that I could be competitive in the conditions at hand.

Saturday morning we all headed out to the track again, to be greeted by yet more rain and a wet track for qualifying. Stan and I ended up going out close together in the qualifying session, and there was not a lot separating us. I just made a little ground, then pushed too hard towards "the fish hook" and could not wash off enough speed to attempt the corner, so ran off the track,, drove back on and cruised through the last 2 laps to get mud off the tyres. Stan just pipped me for pole position, with a bit of a gap for 3rd, and then the rest of the field were very close in times.

### Race 1

The track was much drier, but still had quite a few places with water running over it. I got a good start, got in front of Stan, but heading into turn 2, hit the river running across the track and understeered wide allowing Stan to slip through underneath me.

This was where Stan's previous outings at the track really showed up: one corner that I was braking for, he went through flat out, as this part of the track was now dry, and I had not seen it dry before. After a couple of laps, I got a bit more confident and closed in, but all I could do was follow Stan across the line for a well deserved win by him.

see youtube video here- <http://www.youtube.com/watch?v=ZKG1eSci6ns>

### Race 2

Saw the track even drier, but still had some wet areas in interesting places... like the braking area at the end of the main straight! Another good start from the front row of starting grid on the tricky damp,, and again led Stan into turn 1 and 2. This time I held the lead, and was pressured for the entire race by Stan, when an error by me on the last lap almost allowed Stan to get a run on me, but luckily I held on for the win, with the fastest lap going to Stan

youtube video of race 2- <http://www.youtube.com/watch?v=YiiAZHprDW8>

# E30 RACING REPORTS

While packing up after the race, we discovered that Stan had a very noisy rear wheel bearing. Chris Bell from Bell Motorsports had a spare, and the tools to change it, so Chris, Stan, Steve Seizis, Brian Burke and myself all pitched in and got it changed in short order so we could meet up with Geoff Bowles and Michael Stillwell and his helper for a pleasant dinner at a nice cafe in Goulburn.

Sunday morning arrived with a very light drizzle, but a very wet track, which is the way it stayed for race 3. Stan and I had a fairly even start, with me getting the upper hand again due to being on the inside through turn 1 and 2. Stan then received a slight nudge from Geoff who had a blinder start from the 3rd row of the grid. Over the next couple of laps the car felt good, and I was able to pull a 5 or so car length gap on Stan, who I could see sliding a lot in my mirror. A few laps later, the yellow lights were on at the start line, and as I approached turn 2, there was Stan, being a farmer and checking the moisture content in the sand trap (watch him go off the end of the straight in the video!) which left me all on my own for the last couple of laps to the finish.

It was a couple of the Canberra guys first ever race meeting (definitely Rays first, and I think Kim's as well) and they acquitted themselves very well, Ray is very proud that he didn't get lapped! Their attitude is outstanding, and personifies what E30 racing is all about.

The four Canberra guys built their cars together, almost production-line like, all helping each other along the way, and to add some spice to their outings, they have an award system... whoever is the fastest at an event, gets to have gold grills on their car for the next event... conversely, whoever is the slowest, has to wear the pink grills the next event. Simon Mitchell got to wear the pink grills Sunday, as he missed race 2 Saturday to attend a wedding in Canberra and play in the band. the pink grills stopped him blowing his own trombone...

A fantastic weekend was had by all!

## ALAN SAINT

### BMW E30 RACING – 2012 CHAMPIONSHIP

Round 1 – Wakefield Park ( 3rd - 4th March 2012 )

| 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 |                 |                        |            |              |                |                  |                  |
|         | <b>E30 Racing</b>  |        |     |        |     |        |     |                 |                        |            |              |                |                  |                  |
| 54      | Alan Saint         | 2      | 22  | 1      | 25  | 1      | 25  | 2               | 1:22.8629              | 72         | 25           | 1              | 25               | 1                |
| 24      | Geoff Bowles       | 3      | 20  | 5      | 16  | 2      | 22  | 10              | 1:26.5633              | 58         | 22           | 2              | 22               | 2                |
| 34      | Brian Bourke       | 6      | 15  | 3      | 20  | 3      | 20  | 7               | 1:25.5340              | 55         | 20           | 3              | 20               | 3                |
| 18      | Steve Seizis       | 4      | 18  | 4      | 18  | 4      | 18  | 4               | 1:24.8849              | 54         | 18           | 4              | 18               | 4                |
| 12      | Stan Armstrong     | 1      | 25  | 2      | 22  | DNF    |     | 1               | 1:22.7715              | 47         | 16           | 5              | 16               | 5                |
| 66      | Glen Potter CBR    | 8      | 13  | 8      | 13  | 6      | 15  | 6               | 1:25.2268              | 41         | 15           | 6              | 15               | 6                |
| 64      | John Angiolella    | 10     | 11  | 6      | 15  | 7      | 14  | 9               | 1:26.0433              | 40         | 14           | 7              | 14               | 7                |
| 77      | Kim Boyd CBR       | 7      | 14  | 10     | 11  | 8      | 13  | 3               | 1:24.7115              | 38         | 13           | 8              | 13               | 8                |
| 6       | Michael Stillwell  | 9      | 12  | 7      | 14  | 9      | 12  | 8               | 1:25.5923              | 38         | 13           | 8              | 13               | 8                |
| 99      | Simon Mitchell CBR | 5      | 16  | DNF    |     | 5      | 16  | 5               | 1:24.9392              | 32         | 11           | 10             | 11               | 10               |
| 88      | Ray Kwong CBR      | 11     | 10  | 9      | 12  | DNF    |     | 11              | 1:37.3976              | 22         | 10           | 11             | 10               | 11               |

| Car No: | Competitor         | Fastest Lap ( information only ) |           |           | Current Best Lap | Personal Best Lap |
|---------|--------------------|----------------------------------|-----------|-----------|------------------|-------------------|
|         |                    | Race 1                           | Race 2    | Race 3    |                  |                   |
|         | <b>E30 Racing</b>  |                                  |           |           |                  |                   |
| 54      | Alan Saint         | 1:15.0308                        | 1:14.2023 | 1:24.9696 | 1:14.2023        | 1:14.2023         |
| 24      | Geoff Bowles       | 1:16.8119                        | 1:15.3078 | 1:26.2064 | 1:15.3078        | 1:12.5358         |
| 34      | Brian Bourke       | 1:15.3122                        | 1:15.1399 | 1:25.8203 | 1:15.1399        | 1:15.1399         |
| 18      | Steve Seizis       | 1:17.3208                        | 1:15.6280 | 1:25.1961 | 1:15.6280        | 1:15.6280         |
| 12      | Stan Armstrong     | 1:15.2917                        | 1:13.5467 | 1:25.2847 | 1:13.5467        | 1:13.5467         |
| 66      | Glen Potter CBR    | 1:15.6891                        | 1:15.4117 | 1:24.5068 | 1:15.4117        | 1:15.4117         |
| 64      | John Angiolella    | 1:18.4961                        | 1:15.3605 | 1:25.5994 | 1:18.4961        | 1:18.4961         |
| 77      | Kim Boyd CBR       | 1:16.0210                        | 1:14.4999 | 1:26.2045 | 1:14.4999        | 1:14.4999         |
| 6       | Michael Stillwell  | 1:18.1049                        | 1:15.8692 | 1:27.3431 | 1:15.8692        | 1:12.4231         |
| 99      | Simon Mitchell CBR | 1:15.6886                        | DNF       | 1:25.2678 | 1:15.6886        | 1:15.6886         |
| 88      | Ray Kwong CBR      | 1:25.1996                        | 1:23.0565 | 1:36.1017 | 1:23.0565        | 1:23.0565         |

Current Lap Record: **1:11.1604**  
Nathan Geier

# E30 RACING REPORTS

## Bathurst

Things weren't looking so good the week leading up to Bathurst. As late as the Wednesday prior to Easter weekend I had resigned myself to the fact that I would not be making the Holy Grail up to Bathurst. I had got my entry in late and was 7th on the reserve list of competitors. They only grid 55 cars and I was no.62!, and, as it turned out last on the list. I got the call late Wednesday that I had got a place on the grid. Wow! I couldn't believe my luck.

I had to think quickly, prioritise my next move. First phone call was to Dave Stillwell my race manager, pit crew, mentor and above all great guy, to let him know the show was on. He had to scramble to organize time off work so that we could be in Bathurst by Thursday night, to give us time to settle in on Friday for the practice session. Second call was to let my lovely partner and family know that I had a better offer for Easter and I was ditching them for a run around Bathurst. I told them that it was okay because running at Bathurst is as good as a religious experience! It was in keeping with the Resurrection of Jesus.

The weekend did not start well. Our tow vehicle was having mechanical problems, so our 9 hour journey became 11. Finally, we arrived Thursday night and crashed at the motel for a well deserved sleep. We awoke Friday morning to glorious weather with the prediction of more of the same.

We arrived at the track, found our spot next to the Northern BM contingent and unloaded the car. It felt like everything was starting to fall into place. Unfortunately I had spoken too soon. Dave's pre race check of the car identified a major problem with the cross member. One of the bolts on the passenger side which bolts the cross member to the chassis rail had sheared off. We did not have the time nor the equipment to repair the damage properly. After some deliberation it was decided that I would still do the practice session. That meant that I would only have 3 bolts (rather than 4) keeping me from disaster.

Practice session went as well as could be expected. I was in constant radio contact with Dave to keep him informed of the condition of the car. The car was unsteady and unexpectedly, I experienced heavy vibration from the front driver's wheel when under load (ie: on left hand turns). I managed to do 2:56 lap times which under the circumstances was okay.

Post race inspection of the vehicle identified that the same problem had occurred to the bolt holding the cross member on the driver's side. I had been driving with only 2 bolts holding the whole car together!! That explained the heavy vibration. I had images flash through my mind of Mr. Magoo driving down the road with only the steering wheel in his hand.

It looked like we were dead in the water, even before we had started. After more deliberation and with consultation with Phil Showers (from Northern BM) and 6 hours later Dave managed to fashion together a 'bush repair' that I felt confident with; I would drive the next day. The only thing left was to nominate my time for the regularity. Dave advised that I should nominate a 2:48 lap time however, given the condition of the car I opted for 2:50.

There was nothing more we could do other than get a good night's sleep and wait to see how the next day would pan out. We had two sessions to get through. Due to a mix up on the grid line up I was gridded in position 36 well behind my allotted position 26.

This meant that I was stuck in with the slower vehicles. Not a great start. I tested the car on the out lap and the first hot lap. The car was running great!!! . Both sessions on Saturday went well and I had a hoot passing the slower cars but my lap times were still not my best.

Sunday morning started well. Pre race inspection of my car was all good, our band-aid job on the car was holding and I had managed to work my way up the field to start at grid position 16. This would mean that I would be in with the faster cars and I should get clear track ahead and I was hopeful that I could improve on my lap times.

The weather was holding , the car was running great so there was only one thing left to do, that was to do what we had come there to do, DRIVE FAST!! Both sessions went much better than expected. The clear track meant that I got into my own rhythm and I punched out consistently fast lap times. I also managed to do a personal best of 2:46 flat. In the end I finished 9th. Hi-fives and smiles all around.

Having had time to reflect over the weekend's events one thing stands out in my mind. Motorsports is certainly filled with highs and lows but that's what makes it so exciting. This is one Easter that I will remember for quite a while.

**JOHN ANGIOLELLA**

# WELCOME ALL NEW MEMBERS

|                            |                         |              |
|----------------------------|-------------------------|--------------|
| Joseph Patto               | 318i                    | 1990         |
| James Maw                  | M5 F10                  | 2012         |
| Stephane & Kelly Cooper    | 325is                   | 1988         |
| Andrew Duff                | 540i exe E39            | 1998         |
| Chris Lane                 | 135i                    | 2009         |
| Graeme Mayne               | 320                     | 1978         |
| Clive Hussey               | 320 coupe               | 1979         |
| Jean-Dominique             | 125i m sport            | 2009         |
| James Cameron              | E46 M3<br>1M            |              |
| Pejman Karimlo             | 318i baur               | 1985         |
| Andrew Curtis              | E46 M3 conv             | 2004         |
| Sharyn & Nigel Logan       | E30 M3                  | 1987         |
| Frank Hart                 | 523i E39                | 1997         |
| David Pryor & Ilona Fraser | Z3                      | 1997         |
| Maurice Pagnin             | E46 M3                  | 2002         |
| Robert Egglestone          | E30 323 JPS             | 1984         |
| Alex Laghi                 | 318i                    | 1996         |
| Andrew & Sergeline Finch   | 540i<br>328i            | 1994<br>1994 |
| Han Yan                    | 323i                    | 1982         |
| Dimitrios Triantafillou    | Torana                  | 1976         |
| Norm Andreson              | Ford thunderbird (conv) | 1964         |
| Dusty Eylward              |                         |              |

## WELCOME TO ALL NEW MEMBERS

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