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TRAINING - THANK YOU FOR YOUR
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Try our website <http://www.bmwccv.com.au/forums> for more club information.

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

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PRESIDENTS REPORT

It is hard to believe that twelve months have passed since I took the position of President. I've enjoyed every minute and have found the experience personally rewarding as being part of the club committee. I would like to take this opportunity to thank all members of the committee for their input and dedication throughout the years and a special mention should go to my partner Natalie for her support and help. We have also had great support from some members especially Rod & Val Smith, Jess Bell & others.

Several changes were made throughout the year that the committee felt would be beneficial to the smooth running of club & to inspire member participation. Our club provides a great opportunity for enthusiasts to come together & share in the BMW ownership experience and all that comes with it (good & bad).

Being a club member gives one access to the collected experience of generations of enthusiasts, a great support network for simple servicing, parts, repairs & a resource for restorers. Drive days, social meetings, display, driver training & motorsport events are just some of the benefits of membership. Of course the more involved you are, the more rewarding the experience & greater value!

Our motorsport side offers our members the opportunity to increase their skills on the road & track with our driver training program thanks to the tireless efforts of Graeme Bell, Tony Haritonas & special thanks to support members without whom these days simply wouldn't happen.

BMW Car Club of Victoria has a long tradition of providing an enriched experience to the enthusiast of the BMW Marque and I look forward to continuing to be a part of that tradition. As with any club, member support is crucial and I encourage new & existing members to get involved by attending events and help out where possible.

Regards,
Scott Muir



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MEET OUR MEMBERS

After 12 years away in Adelaide, it feels great for Farida and I to be back home and a part of this club once more. I can report that our equivalent club in Adelaide fell into a trough for a long time and is only now really a social club.

Fortunately, the Porsche Club of SA was very welcoming and Adelaide's focal point for weekend motor sport. And, oh, how good it is to be back in a town with more than one race track... Mallala is a tricky circuit and rewarding to get right, but it did feel like groundhog day going to the same track every time.

As you may be able to tell, my main interests are sprints, motorkhanas and hillclimbs. Having done two years in E30 racing over here whilst living in Adelaide about 10 years ago and tearing up significant wads of cash, I'm now happy to be a clubman. The current 'child-substitute' is named Roary: a weinrot E30 325i prepared by Phillip Showers at Northern BM (our long-time friend, fettler and mechanical guru). I must also pay tribute to Dave Stillwell, who generously helped me wrangle Roary's components and coached me to lap slightly faster while he was in Adelaide.

My love for the marque started almost the same time I got into advertising, working as a junior for the importer's agency at the time. It was here I drove a BMW for the first time (a 3.0S, which I thought was heaven on four wheels). It was also here I saw the new E21 and instantly fell in love with the 3-Series. It took a few years of expensive affairs with MGBs until I could finally afford my first BMW: a golf yellow 320A with a Webasto two-way sunroof and airconditioning (wow!).

From this point, my checkered automotive history includes some other disasters and wayward experiences before always coming back to my beloved Bavarian marque, having owned nine BMWs in total over the years.

After the 320A, there was a 3.0CS which was gorgeous but cursed. No-one could ever tune the carbs and the day I went to see my next car in it, it had its revenge by hiccupping and setting fire to its air filter. My abiding memory is belting the flames out with a copy of The Age (!) while the local motorists of Ascot Vale passed me, laughing. I still can't drive through Ascot Vale without feeling for the fire extinguisher, which I now always carry.

The car we'd gone to see – and bought – was one of the loves of my life: an alpinweis E21 323i Motorsport, registered BOP490. If anyone knows what's become of Bop, I'd love to know as that was a great, great car. Oversteer? Certainly. But I could drive up the multi-storey carpark at work and do centimetre-perfect 90-degree turns in it morning and night. The sound of the twin tailpipes at about 4,000 rpm was positively Wagnerian. Why did I sell it? I'm still asking myself.

After an agricultural MGBGTV8 and a schizophrenic Peugeot 205GTi, I came to my senses and found an E28 528i Motorsport in Adelaide and re-registered him EMM528. Emmie was a lovely, loping cruiser that took us to one or two grands prix in Adelaide. Our relationship ended after he was back-ended and, whilst being repaired, I found the other love of my life (apart from my wife, I hasten to add): Issi.

Issi is an E30 325is in diamantschwartz. All I can say without getting too emotional is that I owned him longer than any other car and Phillip Showers eventually rebuilt him to concours standard. Alas, after a deep, meaningful relationship on and off the track, I decided that I wanted to pursue more club stuff and it was ruining the rebuild. He's now living a life of ease with another very lucky owner. If you've never owned an E30 325is, do a Molly Meldrum (by which I mean, do yourself a favour, rather than fall off the roof).

Farida & David (& Roary) Mackrell



THE BMW M135i

BMW Australia announced pricing and specification for the latest addition to the BMW M Performance Automobile range, the eagerly anticipated M135i 5-door hatch. The new range-topping variant in the BMW 1 Series line-up will arrive in Australian showrooms in October with a starting price of \$68,400. BMW Group Australia Managing Director, Phil Horton said the M135i is a car for true performance enthusiasts and would turn the hot hatch segment “on its head”. “Since being unveiled the M135i has drawn huge interest both here and overseas and eager Australian customers have already snapped up almost a quarter of our first production allocation,” said Mr Horton.

The BMW M135i is the latest in the M Performance range and is powered by a straight six-cylinder engine with M Performance TwinPower Turbo technology, which is known for its spontaneous high revving performance, plus a level of efficiency that is unrivalled in this performance class.

The technology package includes a TwinScroll turbocharger, direct High Precision Injection with central multi-hole injectors, VALVETRONIC variable valve control and Double VANOS variable camshaft timing. This 3.0-litre engine delivers a maximum power output of 235 kW at 5 800 rpm. This impressive power results from the maximum torque of 450 Nm that is available between 1,250 and 5,000 rpm.

In standard 6-speed manual transmission form, the BMW M135i sprints from 0 to 100 km/h in 5.1 seconds and reaches an electronically limited top speed of 250 km/h. Average fuel consumption in the EU test cycle is 8.0L/100 km, and the CO2 emissions level is 188 grams per kilometre. However, equip the car with the optional 8-speed Sport Automatic transmission and the figures become even more impressive with the sprint to 100 km/h taking just 4.9 seconds with the fuel consumption and emissions reducing to 7.5L/100 km and 175 g/km respectively.

The unique power train for this BMW M Performance car also features a customised cooling system and M performance control dry sump lubrication for the six-speed manual transmission. The BMW M135i enables maximum agility combined with unparalleled precision by way of the M-specific suspension tuning. Thanks to the individual control of the suspension and damping systems as well as the specific elasto-kinematics of the front axle, the BMW M Performance vehicle boasts particularly sporty driving characteristics. In addition, its Variable Sport Steering system enhances those dynamic characteristics to the fullest.

The BMW M Performance vehicle is also fitted with the M Sport Brake System as standard, incorporating four-piston fixed calipers on the front axle and two-piston fixed calipers at the rear, all in dark blue metallic paint bearing the distinctive M logo.

The model specific 18-inch M Double Spoke alloy wheels on the BMW M135i are fitted with high performance tyres, specifically designed for this model. The 225/40 R18 front and 245/35 R18 rear tyres guarantee the optimum traction to support the dynamic driving capabilities of this car.

Visually the M135i is treated with the M Sport package features such as a full M aerodynamics exterior body package, anthracite individual roof liner, door sills with M designation, Dakota leather upholstery on the standard Sports Seats, M leather steering wheel and high gloss shadowline. Additional standard features of this model include such highlights as Bi-Xenon headlights, Interior lights package, extended connectivity of bluetooth devices including voice control and the HiFi Loudspeaker system.

“Combining M character and performance with everyday useability gives our BMW M Performance vehicles their own unique place in the market,” said Mr Horton.

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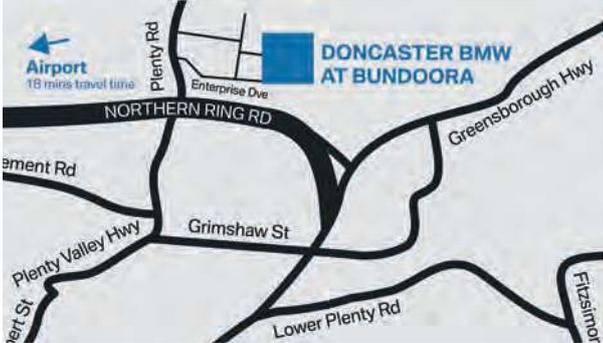
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BMW CAR CLUB MEMBER OF THE YEAR

At our roving monthly meeting at the BMW Body Shop in port Melbourne, I was approached by Steven Allison, The Body Shop manager, asking me if the club had the use for a used brake disk off the current M5 Driver training car.

At first I was unsure if such a gift was any use to the club, but then I thought of turning it into a clock as a raffle prize. As I was handed the 400 millimeter round brake disk I soon realized this was not going to be an option, as the brake rotor weighed in around 10kg.

I soon realised we were in need of a new Club Member of the year trophy and approached the committee to see if this was a viable option to be used as the trophy. I was given a go ahead by the committee to see if it could be done. The first task was to put the disk on a diet, by machining more than 30 mm off the back side of the disk on a lathe.



This cut the weight down by at least 3/4, Then the next step was to see how to make it stand on its own. Once the shape of the stand was decided, I then had to cut the Aluminum plate into the shapes required to have them welded into one solid stand with enough base width to prevent it falling over.



After being polished, the stand fitted to the Disk Rotor, then I made a center plate to cover the mounting bolts and wheel lug holes. Finally paint a clear coat to protect the finish and add the names of the Winners.

**It is with great pleasure the BMWCCV Committee award
Rod Smith the Club Member of the Year Tropy - Congratulations!**

Rodney Bateman
Vice President



BMW UPDATES X1

The BMW X1 has been given a comprehensive mid life update featuring new exterior styling, an upgraded interior and the latest BMW TwinPower engine line-up with the refreshed range now available in Australian showrooms. The BMW X1, which created the Premium Compact SAV segment, also now features a new 8 speed transmission and other technologies from the BMW EfficientDynamics stable, further enhancing its class leading performance and efficiency.

BMW Group Australia Managing Director, Phil Horton said the BMW X1 already provides Australian customers with the unique combination of versatility, unrivalled efficiency and superior driving dynamics. "The mid-life update of the BMW X1 reaffirms its position at the top of what has become a highly competitive environment in the compact SAV segment".

The new BMW X1 range boasts a nearly completely new engine line-up, with three new engine variants joining the already familiar X1 xDrive20d for the Australian market. The two new petrol models, the X1 sDrive20i and X1 xDrive28i are powered by BMW's acclaimed 2.0 litre four-cylinder engine with BMW TwinPower Turbo technology, a package comprising a twin-scroll turbocharger, High Precision Petrol Direct Injection, VALVETRONIC and double-VANOS. The engine powering the X1 sDrive20i provides peak output of 135 kW and maximum torque of 270 Nm. Coupled with the standard 6 speed manual transmission, it accelerates from 0 to 100 km/h in 7.4 seconds. In the range-topping X1 xDrive28i, the engine boasts 180 kW and 350 Nm of torque, taking just 6.1 seconds to sprint from zero to 100 km/h.

The new entry-level diesel model, the X1 sDrive18d shares the same basic engine construction as its more powerful sibling, the X1 xDrive20d. The all-aluminium 2.0-litre, 4 cylinder TwinPower turbo diesel engine in the entry level model delivers 105 kW and 320 Nm, and manages the 0 - 100 km/h dash in 9.6 seconds, whilst 135 kW and 380 Nm of torque, thrust the X1 xDrive20d from rest to 100 km/h in just 8.1 seconds.

On top of the enhanced engines and transmissions in the new BMW X1, these new EfficientDynamics features enable class leading efficiency and emissions for all models. The X1 sDrive20i and X1 xDrive28i achieve average fuel consumption of 6.9 and 7.8 l/100 km's and CO2 emissions of 162 and 182 g/km respectively, whilst the Diesel models consume just 4.9 and 5.5 l/100 km's with 128 and 145 g/km of CO2 for the X1 sDrive18d and X1 xDrive20d respectively. These figures become even more impressive when optioned with the 8 Speed transmission reducing the consumption figures for the X1 sDrive20i, X1 xDrive20d and X1 xDrive28i to 6.7, 5.4 and 7.3 l/100 km's and CO2 emission to 157, 143 and 171 grams per km respectively.

The crisp, distinctive lines of the BMW X1 have been strengthened with a comprehensive range of styling enhancements. Both front and rear bumpers receive extended paint surfaces and the side indicator lights are now integrated into the exterior mirrors. The new headlamps create an additional element to the dynamic "face" of the new X1, and when specified with the optional Xenon light technology, white LED corona rings and a white LED active eyebrow elements provide an even more distinctive frontal appearance, further enhanced by the new fog lamp surrounds.

Additional value is expressed in the high level of standard specification throughout the range. Both of the entry level sDrive variants are equipped as standard with 17" V-spoke styling alloy wheels, Cruise Control with braking function, rear Park Distance Control, Rain sensor with Automatic Headlights, USB Audio interface with Bluetooth Handsfree facility and On Board Computer. This list increases for the xDrive variants with the addition of 18" Star-spoke alloy wheels, Chrome Line exterior package, Interior mirror with dimming function and Sports Leather steering wheel.

Added to this, the option to spec the new BMW X1 with almost anything from the suite of BMW's ConnectedDrive technologies with features including Adaptive Bi-Xenon headlights, Navigation professional and business systems, internet functionality, music interface for Smartphones, high end Harman Kardon sound system and rear view camera, demonstrates the new BMW X1's superiority in its class.

The new BMW X1 also offers innovative individualisation possibilities for the exterior and the interior. Coupled with a wider range of interior trims, four new exterior colours and three new alloy rim designs, in addition to the M Sport package option, BMW Lines are now available on the X1 range for the first time. With their exclusive, harmoniously matched design and equipment features, the BMW xLine particularly emphasises the robust versatility of the new BMW X1 while the BMW Sport Line accentuates its agility and dynamics.

"The X1 has been a runaway success in Australia opening up a new market segment for youthfully-minded customers with active lifestyles. "Now equipped with the latest generation of BMW engines and a significantly enhanced interior, yet remaining exceptional value, the X1 is again setting the pace" said Mr Horton.

BMWCCV EVENTS - CAPE SCHANCK CRUISE



LE MANS CLASSIC



Member Adrian Brady will race the ex works 3.0CSL at Le Mans Classic before going on to the Goodwood Revival in England. The CSL is pictured here with the famous Gosser Beer Gp 5 car at Donington in England recently. The Gosser Beer car was found in a derelict garage in Italy.

Stewart Garney

BMW MOTORSPORT UPDATE

As the 2012 DTM season enters the finishing straight, BMW Motorsport is already on course for next year: As of 2013, four BMW teams will do battle for points and victories in the popular touring car series. Like BMW Team Schnitzer, BMW Team RBM and BMW Team RMG, newly-formed BMW Team MTEK will also run two BMW M3 DTMs.

By increasing its contingent to eight cars, BMW Motorsport is intensifying its commitment to the DTM and will now compete on a par with the other two manufacturers represented in the DTM. Dutchman Ernest Knoors will take the reigns as Team Principal of BMW Team MTEK, which is based in Garching (DE) near Munich (DE). Now that BMW Team MTEK has officially been given the starting signal, the build-up process can take place over the coming weeks and months.

“Our concept of running three teams on equal footing has proven to be ideal for our debut season,” said BMW Motorsport Director Jens Marquardt. “The very good results are confirming our decision to continue along the lines of equality across all the teams. Establishing the fourth team is another important step as we look to guarantee that BMW remains competitive over the coming years. Our competitors are already running eight cars this season. Greater strength across the board is definitely an advantage in a fiercely-competitive series like the DTM. The new BMW Team MTEK means we are able to bridge this gap. The location on the outskirts of Munich allows BMW Motorsport to cooperate effectively with Ernest Knoors’ team. We are confident the synergies and efficiency gained will take the overall level of our DTM project to a new level.”

“I’m really looking forward to my new task: to guide BMW Team MTEK to DTM success,” said Knoors, who most recently has been working with Ferrari as Head of customer powertrain support in Formula One. “Over the course of my career I have experienced most forms of motor racing, and I know the high level of operation in the DTM. BMW Motorsport is currently contesting a fantastic debut season. We are also set to have our share in giving the BMW fans reason to celebrate regularly in 2013. It’s obvious there will be a lot for us to learn as a new team. I’m convinced we will have a steep learning curve. The current 2012 season has given impressive proof of the general competitiveness of the BMW M3 DTM.”

This year’s teams – BMW Team Schnitzer, BMW Team RBM and BMW Team RMG – have so far produced a very successful comeback season for BMW, after 20 years away from the DTM. After eight of ten races, BMW has three wins, three pole positions, nine podiums and 247 points in the manufacturers’ standings.

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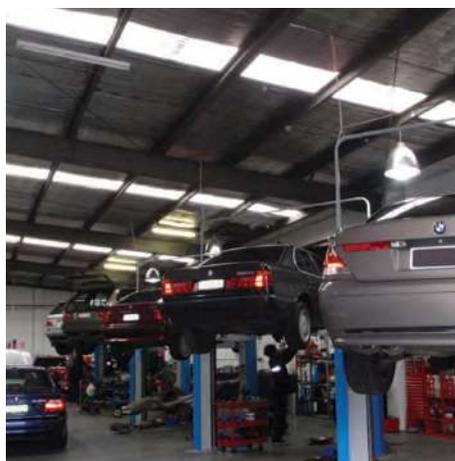
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BMW CAR CLUB OF VICTORIA
ABN: 57 864 045 841

We have audited the attached financial report, being a special purpose financial report of BMW Car Club of Victoria for the year ended 30 June 2012. The associations Directors are responsible for the financial report and have determined that the accounting policies used and described in Note 1 to the financial statements are appropriate to meet the requirements of the Corporations Act 2001 and are appropriate to meet the needs of the members. We have conducted an independent audit of the financial report in order to express an opinion on it to the members of the association. No opinion is expressed as to whether the accounting policies used, and described in Note 1, are appropriate to the needs of the members.

The financial report has been prepared for distribution to members for the purpose of fulfilling the Directors' financial reporting requirements under the Corporations Act 2001. We disclaim any assumption of responsibility for any reliance on this audit report or on the financial report to which it relates to any person other than the members, or for any purpose other than that for which it was prepared.

Our audit has been conducted in accordance with Australian Auditing Standards. Our procedures included examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial report and the evaluation of significant accounting estimates. These procedures have been undertaken to form an opinion whether, in all material respects, the financial report is presented fairly in accordance with the accounting policies described in Note 1, so as to present a view which is consistent with our understanding of the associations financial position, and performance as represented by the results of its operations and its cash flows. These policies do not require the application of all Accounting Standards and other mandatory professional reporting requirements in Australia.

The audit opinion expressed in this report has been formed on the above basis.

Audit Opinion

In our opinion, the financial report of BMW Car Club of Victoria is in accordance with:

1. the Corporations Act 2001, including:
 - (a) giving a true and fair view of the associations financial position as at 30 June 2012 and of its performance for the year ended on that date in accordance with the accounting policies described in Note 1; and
 - (b) complying with Accounting Standards to the extent described in Note 1 and the Corporations Regulations; and
2. other mandatory professional reporting requirements to the extent described in Note 1

ALKEMADE & ASSOCIATES **Certified Practising Accountants**



DONALD ALKEMADE
Melbourne

ANNUAL MEMBERSHIP FEES

Full 1-year Single Membership (BMW Owner)	\$75
Full 1-year Joint Membership (BMW Owner + 2nd person at same address)	\$85
Associate 1-year Single Membership (Non-BMW Owner)	\$75
Associate 1-year Joint Membership (Non-BMW Owner + 2nd person at same Address)	\$85

BMW Clubs Australia Nationals 2013



Easter Friday 29th March to Monday 1st April 2013

All Clubs Australia Members and Families are invited to join us at
Silverwater Resort, 17 Potters Hill Rd, San Remo, Phillip Island

- Friday Night Meet and Greet Cocktail Party around the pool at Silverwater Resort.
- Saturday Celebration of Excellence on the lawns overlooking the water at Silverwater Resort.
- Saturday night Dinner at the Nobbies Function Centre and viewing of the Penguin Parade.



- Sunday Motorsport Sprint Day at the Phillip Island Grand Prix Circuit.
- Sunday Touring Event through the rolling hills of South Gippsland.
- Sunday option is to have some "Pace Car Laps" around Phillip Island Grand Prix Circuit.



- Sunday Night Presentation Dinner to be held at the Silverwater Resort.
- Monday Stayer's Lunch at the Phillip Island Grand Prix Circuit Museum.
- Monday option is to race Go-Karts at the miniature Phillip Island Grand Prix Circuit.

Registration of Interest to nationals@bmwccv.com.au

REGISTRATION OF INTEREST FORM

send to GPO Box 1250, Melbourne 3001 or email to nationals@bmwccv.com.au

BMW Clubs Australia National Rally 2013

NAMES of ATTENDEES: _____ BMW CLUB: _____
 EMAIL: _____ PHONE: _____
 ADDRESS: _____ POST CODE: _____

DECA DRIVER TRAINING



Photo's courtesy of Jess Bell from Imajess Photography

DECA DRIVER TRAINING



Photo's courtesy of Jess Bell from Imajess Photography

PUTTING A GEM BACK ON THE ROAD

I have little doubt that anyone who considers himself or herself a car enthusiast has almost certainly thought of having a classic car and even given thought to maybe buying a 'not so good one' and restoring it. Fortunately for a lot of those who have commenced down this path do conclude that doing this falls into one or both of 'too hard baskets', the first being the basic skills or time required to venture on such a project and or it is a very expensive exercise where the returns really are just not there irrespective of how you look at it. but what price do you put on satisfaction? Yes, a lovely classic is the envy of many people, but let's face it, just how many times will you have the pleasure of driving or displaying your pride and joy.

Let me put some figures on that comment, I have three classic BMW's, a classic 2002 Roundie, yes round taillights, a 2002 tii which my pride and an E24 six series which I would say is as good as any, the '6' is basically my daily driver although being 'retired' and working from home it does not get many daily driving duties. Of all those cars, which are on 'Club Classic' plates, the total log book days work out to be around-----Per year, a great example of the benefits of 'Club Classic' plates.

However the purpose of this article is to outline what is really involved when you buy a 'restoration' car. I have been very fortunate that my profession as an engineer has equipped me with skills to be able to tackle all of the requirements of restoring a car.

I purchased a pile of parts all with the shell, no wheels or suspension on the car, from a gentleman, who was the original owner, and back in the 1980's he purchased an awful lot of parts with the intention to bring it back to where it was when he bought it. I will not go through a blow by blow description of the restoration but I will let you see by way of photos the progression through the project.

This is the condition in which I bought the '02', you will have to get used to the terminology as any long term enthusiast of the model just calls them 02'. To digress a little the 02 comes from the 2 doors, the subscript 15,16, 18, 20, was the engine capacity in litres, hence a2002 had a 2 litre engine a 1502 (not common, the first in fact of the 02's), get the 'drift.

This photo is of what we call the classic 'Roundie", 'Roundie' because it has the round taillights of the first model, Classic because a lot of people think 02's, with any meaning, have to have round taillights. I won't enter this argument other than to say the square taillight model incorporated the correction of faults and problem they had in the 'Roundies'. Believe me the 'Roundies' were far from perfect.

As I have over the past 30 years restored some six 02's, remember the first 02 was released in 1968, 'quite a few years ago' I think tell you what makes an 02 restoration 'work'. When you are looking at any 'resto' (excuse me Fletch) the best point to start is a car with all the bitz. Trying to find parts not only can cost money it will destroy you with the time and frustration of running them down. Even today you can get almost all parts for an 02, cost you, but you can get them.



Top Marque 18

PUTTING A GEM BACK ON THE ROAD



OK, when you get your car, the only way to start is to strip everything out of it, engine, interior, wiring loom you name it, strip until there is no more to strip.



This shot shows the shell in prime coat, I will not bore you with the work of 'potscrubbing' of paint and rust neutralising but believe me you don't go get to this stage without a lot of work. You don't have to, but you pay in the end with the finished product. Remember work expended 'up front' is repaid down the line. It was over three years, I spent on this restoration, very slow and quite steady!!



This shot shows the 'shell' after final coat. The little bit sticking from the tunnel is the rear brake line, you can leave that. However I did even take this part out on this job. The brake line was polished and clear coated!!

As the shell I had was in such good condition I decided it was worth every effort to make it as close to factory as I could. I did buy a new 02 in 1970 so knew what a factory 02 looked like. Hence a full under body finish.

It looked great, and whilst few will ever see it, I knew it was good, a few shots with it fitted out will show what I mean.

Continued on next page

PUTTING A GEM BACK ON THE ROAD



Once the shell work is done (above). The door and widow infills make life a lot easy and cleaner. No overspray inside. When the shell gets to this stage it really is a matter of bolting everything back to it, when you have spent so much time up to now one is quite careful in fitting the relative parts. Front and rear subframes, motor etc will knock off finish coat with the greatest of ease. I always start with the wiring looms and fiddly bits.



Then the big 'bitz' – the front and rear subframe.

Rear subframe goes in



Front subframe goes in. Then of course the engine bay fitting, power brakes, brake line, and all the myriad of things that make up a working power plant. Brakes, lights and you name it.

We get to this stage and we are just about fed up with the process, when that happens walk away for at least a month, believe me if you don't you will regret it. You need a rest. If you continue you will do something that you find yourself coming back to fix up. Take my word. The rest is fairly straight forward and methodical, windows, trim, dashboard and the entire interior and all these little fiddly bitz that seem never ending.

Just keep in mind you could finish up with a classic.

PUTTING A GEM BACK ON THE ROAD



To conclude I have had a great time restoring these fantastic classics, if you have ever thought of restoring these 02's or any other car BMW or any other make, speak to someone who has, you will save a life time of pain and frustration. Of course the 02 Register is always there for you to seek information if you feel this model could be for you or to enjoy your car with other like souls.

I have hundreds of photos of parts, wiring connections, mechanical layouts and installations so if you are restoring an 02 and you are not sure, give me a ring or e-mail and I feel sure I could be of some assistance, I have possibly 'been there before'

Doug Read
grandson@sme.com.au
02' Register

WINTON DRIVER TRAINING



Photo's courtesy of Jess Bell from Imajess Photography

WINTON DRIVER TRAINING



Photo's courtesy of Jess Bell from Imajess Photography

BMW AT THE 2012 PARIS MOTOR SHOW

At the 2012 Paris Motor Show, three fascinating concept studies will point the way forward to a future defined by both sustainability and driving pleasure. What is more, BMW sends out an impressive signal in terms of efficiency, premium quality and innovative technology with its latest models in a range of vehicle segments. BMW Connected Drive innovations and the BMW M Performance accessories round off the appearance at the Paris show.

BMW Concept Active Tourer: more space for innovations

The BMW Concept Active Tourer sees its premiere at the 2012 Paris Motor Show and offers an initial insight into further innovations for the premium compact segment. In this study BMW demonstrates groundbreaking solutions in terms of both the interior and the drive concept. The latter features a fresh combination of comfort and functionality with dynamic performance and style: a plug-hybrid drive ensures the very highest level of efficiency.



With an external length of 4,350 millimetres, sporty proportions and hallmark lines, the concept study brings characteristic BMW aesthetic appeal to yet another vehicle segment. A raised seating position, generous space for driver and passengers and the flexibly extendable luggage compartment are the defining aspects of the BMW Concept Active Tourer interior. It combines versatile functionality with excellent ride comfort, all within the high-quality ambience of a premium automobile. A special version of the BMW eDrive concept takes care of the dynamic facets which go to make up the character of this study. The system comprises a 3-cylinder petrol engine and a synchronous electric motor, generating a combined output of 140 kW/190 bhp and accelerating the BMW Concept Active Tourer from zero to 100 km/h in less than eight seconds. The vehicle has an average fuel consumption of less than 2.5 litres per 100 kilometres and a CO₂ emissions level of under 60 grams per kilometre. The lithium-ion battery of this plug-in hybrid automobile can be charged at a conventional mains socket. Its capacity allows ranges of over 30 kilometres when operated on electric power alone.

BMW 1 Series: world premiere for xDrive, new entry-level diesel model

In Paris the intelligent all-wheel drive system xDrive sees its premiere in the BMW 1 Series. This system, which distributes drive torque variably between the front and rear axle, is now available for the compact model for the first time. Two models are presented for the market launch: the 120d xDrive and the BMW M 135i xDrive.

The new diesel entry-level model BMW 114d will also be presented at the 2012 Paris Motor Show: its 1.6-litre 4-cylinder engine with BMW TwinPower Turbo Technology has an output of 70 kW/95 bhp, achieving an average fuel consumption of 4.1 to 4.3 litres per 100 kilometres (figures based on the EU test cycle, dependent on tyre format selected). This means that there are now five petrol engines and six diesel engines to choose from for the new 5-door BMW 1 Series and the new 3-door BMW 1 Series, combining hallmark brand driving pleasure with exemplary efficiency.

BMW i3 Concept: maximum sustainability down to the last detail

The BMW i3 will herald a new era of automobile construction, not only due to its purely electric drive and a passenger cell made of carbon fibre reinforced plastic: its interior design is also consistently geared towards sustainability. The new version of the BMW i3 Concept presented at the 2012 Paris Motor Show clearly reflects this. For example, the eucalyptus wood used for the instrument panel comes from a sustainable cultivation source in Europe and is treated exclusively with natural substances. The high-quality leather of the seats has a fine surface consistency achieved by processing tanning agents gained from olive leaves. What is more, parts of the instrument cluster and door trim are made of natural wool fabric.

BMW C evolution: prototype of an e-scooter to meet the highest demands in terms of agility and range

BMW Motorrad is likewise responding to the challenges facing future urban mobility by putting forward innovative vehicle concepts. A prototype - also incorporating the aspect of electromobility - is presented at the 2012 Paris Motor Show 2012. In the BMW C evolution, an electric drive produces riding performance figures at the level of a maxi scooter with a conventional combustion engine.

With a continuous output of 11 kW and a peak output of 35 kW, the liquid-cooled electric motor provides the perfect conditions for supreme riding pleasure in this vehicle segment. What is more, the compact battery allows a range of over 100 kilometres and can be recharged either at a household power socket or at a public charging station. This means that although primarily designed for use in daily commuter traffic, the BMW C evolution is well equipped to go beyond the boundaries of urban mobility.

In developing the drive technology for this near-production prototype, BMW Motorrad benefits from the sound expertise of the BMW Group in the field of electromobility.

BMW AT THE 2012 PARIS MOTOR SHOW

The new BMW 7 Series: more ride comfort, more efficiency, more innovations

Trade fair highlights include the European premiere of the new BMW 7 Series. The flagship of the BMW model range is presented with a selectively modified exterior and interior design. The most striking new visual feature is the optional full LED headlights on each side of the BMW radiator grille, which has also been discreetly revised. In the interior, the travelling experience is further enhanced with the use of new materials and additionally optimised acoustic comfort. The multifunctional instrument display, the three-dimensional graphics of the Control Display and the Bang & Olufsen high-end surround sound system are some of the other features which provide intensified driving pleasure.



The luxury sedan also sees significant advances in terms of drive technology. All models are now fitted with an 8-speed automatic transmission as standard, and the fuel consumption and exhaust emissions of the new BMW 7 Series have been reduced by up to 25 percent, depending on the engine variant. The automatic engine start/stop function, brake energy regeneration and the second generation of the driving experience switch with ECO PRO mode and coasting function are all features which offer additional savings potential. A carefully optimised wheel suspension and the electromechanical steering for all models with rear-wheel drive raise ride comfort to a new level. The self-levelling air suspension on the rear axle is now also a standard feature in all models.



The most spectacular new feature in terms of engines is the world's most powerful in-line 6-cylinder diesel engine that drives the new BMW 750d xDrive. Fitted with triple turbocharging, the power unit generates a maximum output of 280 kW/381 bhp, accelerating the luxury sedan from standing to 100 km/h in 4.9 seconds.

New BMW 3 Series: exemplary efficiency featuring new diversity

The efficiency of the new, successfully launched BMW 3 Series Sedan is underscored yet again with a further expanded engine portfolio. The role of entry-level model among the petrol engine variants is now taken up by the new BMW 316i Sedan. This model is powered by a 1.6-litre variant of the new generation of 4-cylinder engines with BMW TwinPower Turbo Technology, generating an output of 100 kW/136 bhp and putting a maximum torque of 220 Newton metres on stream. The new BMW 316i Sedan is fitted as standard with a 6-speed manual transmission and optionally with an 8-speed automatic transmission.



BMW ConnectedDrive: innovations for networked mobility

Continuous additions to the range of BMW ConnectedDrive functions have enabled the Munich-based premium automobile manufacturer to extend its leading role in terms of the networking of driver, automobile and outside world. This time with the addition of driver assistance systems and mobility services. In the new generation of the Professional navigation system, three-dimensional graphics in combination with additional functions and a further optimised display and operating concept ensure the very highest level of travel convenience. The new dictation function with speech-to-text recognition allows the driver to write e-mails and text messages by means of voice entry. Meanwhile the BMW Car Hotspot LTE sets new standards in terms of mobile networking with the internet: BMW is the first automobile manufacturer in the world to offer this technology for all its models.

New BMW M Performance accessories now added to the program

Model-specific products from the BMW M Performance accessories range allow authentic expression of motor racing enthusiasm. The 2012 Paris Motor Show sees the very first presentation of products from this program designed specifically for the new BMW 3 Series Sedan. The newly developed items for the 3-door BMW 1 Series and the new BMW 3 Series Touring will be available from autumn 2012. Retrofit components in the areas of drive, suspension, aerodynamics and cockpit provide a notable boost in terms of driving dynamics as well as enhancing engine power, reducing weight and optimising aerodynamic properties. They also ensure a striking dash of sporty flair in terms of the visual appearance and interior ambience of the vehicle in question.

BMW PRESS CLUB

E30 RACE RESULTS - ROUND 2

BMW E30 RACING – 2012 CHAMPIONSHIP

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

Race 3 Cancelled due to Hailstorm

Car No:	Competitor	Race 1		Race 2		Qualifying Fastest Lap	Race Total	Round Points	Round Position	Cumulative Total	Current Position
		Pos	Pts	Pos	Pts						
E30 Racing											
43	Matt Martin	1	25	2	22	1:55.7241	47	25	1	25	5
54	Alan Saint	3	20	1	25	1:55.2990	45	22	2	47	1
12	Stan Armstrong	2	22	3	20	1:55.5553	42	20	3	36	2
41	Simon Lyne	4	18	4	18	1:56.8396	36	18	4	18	9
20	Anthony D'Anna	5	16	5	16	1:56.1467	32	16	5	16	10
42	Paul Kertes	6	15	6	15	1:56.8764	30	15	6	15	11
50	Gary Pearce	9	12	7	14	1:59.1448	26	14	7	14	13
64	John Angiolella	7	14	12	10	1:56.6682	24	13	8	27	3
53	Lockie Curran	11	10	8	13	1:58.7141	23	12	9	12	15
6	Michael Stillwell	10	11	9	12	1:58.6922	23	12	9	25	5
36	Dan Birt	12	10	10	11	2:01.5989	21	10	11	10	17
36	David Lumb	13	9	11	10	2:01.5999	19	10	12	10	17
18	Steve Seizis	8	13	DNF		1:56.8105	13	9	13	27	3
Audi 80 Quattro											
17	Simon O'Keefe	1	25	1	25	2:06.2451	50	25	1		
E30Guests											
41	Stan Karatzis – non-spec	1	25	2	22	1:51.5981	47				
89	Robert Braune – non-member	2	22	1	25	1:53.7841	47				
79	Andrew Adams – non-member	3	20	3	20	1:55.8370	40				

Car No:	Competitor	Best Lap (information on)		Personal Best Lap
		Race 1	Race 2	
E30 Racing				
43	Matt Martin	1:55.2330	1:55.6386	1:54.1212
54	Alan Saint	1:55.4095	1:55.7333	1:55.4095
12	Stan Armstrong	1:55.3051	1:56.5355	1:55.3051
41	Simon Lyne	1:55.8741	1:56.4909	1:55.8741
20	Anthony D'Anna	1:56.5459	1:56.6360	1:56.5459
42	Paul Kertes	1:57.0875	1:56.9449	1:56.9449
50	Gary Pearce	1:56.6296	1:58.1936	1:56.6296
64	John Angiolella	1:57.2947	1:57.7842	1:57.2947
53	Lockie Curran	1:57.5628	1:56.7860	1:56.7860
6	Michael Stillwell	1:57.8133	2:00.1528	1:57.8133
36	Dan Birt	1:59.4501	1:58.3818	1:58.3818
36	David Lumb	1:59.5245	2:00.8397	1:59.5245
18	Steve Seizis	1:56.3472	2:13.2610	1:56.3472
Audi 80 Quattro				
17	Simon O'Keefe	1:59.5664	2:01.0870	1:58.4089
E30Guests				
41	Stan Karatzis – non-spec	1:52.2937	1:54.0468	1:52.2937
89	Robert Braune – non-member	1:52.1150	1:54.7649	1:52.1150
79	Andrew Adams – non-member	1:56.2260	1:57.7773	1:55.8071

Current Lap Record: **1:54.0036**

Set by: **Robert Braune**
2011 Round 6

E30 RACE RESULTS - ROUND 3

BMW E30 RACING – 2012 CHAMPIONSHIP

Round 3 – Wakefield Park (May 5th - 6th)

DSA Penalty Points shown in Red – Event Total points reduced by the 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															
54	Alan Saint	1	25	1	25	1	25	5	16	1:10.5525	91	25	1	72	1
12	Stan Armstrong	4	18	2	22	2	22	1	25	1:11.4458	87	22	2	58	2
66	Glen Potter CBR	2	22	3	20	3	20	2	22	1:10.6441	84	20	3	35	6
42	Paul Kertes	3	20	4	18	4	18	4	18	1:11.2842	74	18	4	33	8
18	Steve Seizis	5	16	5	16	5	16	6	15	1:11.5712	63	16	5	43	3
41	Simon Lyne	7	14	7	14	6	15	3	20	1:11.1378	63	16	5	34	7
6	Michael Stillwell	6	15	6	15	7	14	11	10	1:11.5392	54	14	7	39	4
77	Kim Boyd CBR	9	12	10	11	9	12	7	14	1:12.8752	49	13	8	26	9
64	John Angiolella	8	13	8	13	10	11	10	11	1:11.9843	48	12	9	39	4
99	Simon Mitchell CBR	10	11	11	10	11	10	9	12	1:12.6038	43	11	10	22	13
36	Dan Birt	12	10	12	10	12	10	12	10	1:14.6452	40	10	11	20	15
20	Anthony D'Anna	11	10	9	12	8	13	8	13	1:12.1081	38	10	12	26	9
88	David Thorncraft NSW	13	9	13	9	13	9	13	9	1:16.3286	36	9	13	9	21
E30 Non-Spec															
31	Graeme Bell	1	25	1	25	1	25	1	25	1:10.6621	100	25	1		
20	Sean Bell	2	22	2	22	Dnf		Dns		1:10.9475	44	22	2		

Car No:	Competitor	Fastest Lap (information only)				Personal Best Lap
		Race 1	Race 2	Race 3	Race 4	
E30 Racing						
54	Alan Saint	1:10.7153	1:10.7633	1:10.3978	1:10.6479	1:10.3978
12	Stan Armstrong	1:10.7228	1:10.7509	1:10.7195	1:10.4167	1:10.4167
66	Glen Potter CBR	1:11.3210	1:11.7075	1:11.0939	1:11.0251	1:11.0251
42	Paul Kertes	1:11.4114	1:11.3643	1:11.0070	1:10.9635	1:10.9635
18	Steve Seizis	1:12.2265	1:11.7125	1:11.5359	1:11.7405	1:11.5359
41	Simon Lyne	1:12.8305	1:12.4178	1:11.8294	1:11.0423	1:11.0423
6	Michael Stillwell	1:12.8274	1:12.2467	1:11.7047	1:11.6818	1:11.6818
77	Kim Boyd CBR	1:12.5436	1:12.3978	1:12.3632	1:11.5325	1:11.5325
64	John Angiolella	1:13.0153	1:12.5939	1:12.2909	1:12.4978	1:12.2909
99	Simon Mitchell CBR	1:12.6254	1:13.0636	1:12.7111	1:12.5131	1:12.5131
36	Dan Birt	1:14.0051	1:13.8390	1:12.8395	1:12.9931	1:12.8395
20	Anthony D'Anna	1:12.4871	1:12.6235	1:12.2782	1:11.1080	1:11.1080
88	David Thorncraft NSW	1:15.5381	1:15.3578	1:14.5785	1:14.7986	1:14.5785
E30 Non-Spec						
31	Graeme Bell	1:10.6501	1:10.5336	1:10.3292	1:10.6441	1:10.3292
20	Sean Bell	1:11.1693	1:11.3890	1:12.7214	Dns	1:11.1693

Current Lap Record: **1:10.3978**
Set by: **Alan Saint**

Previous Lap Record: **1:11.1604**
Set by: **Neil Anderson**
22nd April 2006

SOUTHERN BM CELEBRATES WITH BMW

SouthernBM is an independent BMW service specialist mechanical workshop based in Moorabbin, Victoria. Our core business and specialties are in BMW service, BMW performance, BMW mechanical repairs, maintenance and pre-purchase inspections.

In August Brighton BMW hosted an event for the celebration of '40 years of BMW M' and the appreciation of all things "M" and "M Performance". SouthernBM were proud to collaborate with Brighton BMW for this event, and were given the opportunity to directly address the audience alongside the CEO of Brighton BMW.

SouthernBM also proudly presented a host of unique M cars at Brighton BMW for the event, and they lived up to their name as true BMW specialists with 13 vehicles on display. These ranged from special classics up to highly customised performance BMW M cars, all of which showcased the passion and attention to detail that SouthernBM clearly have for these cars and the BMW community.

The entire SouthernBM crew were present during the evening and spent their time chatting to excited members of the BMW community who formed the 200-strong crowd at Brighton BMW. Feedback suggests that a great night was had by all, reaffirming the importance of such events in connecting the enthusiast community and the people who work on their beloved machines.

For more information on future SouthernBM events such as motorsport, show 'n shines, performance project reveals and evening events, you can sign up to the SouthernBM mailing list at the following URL: <http://southernbm.com.au/subscribe-to-our-newsletter/>, or catch us on Facebook at <http://www.facebook.com/southernbm.com.au> or <http://www.southernbm.com.au>

The Team at SouthernBM



SouthernBM

Independent **BMW** Specialists

BMW Service and Maintenance

Our specialty is in BMW service, maintenance and mechanical repairs. SouthernBM handle almost any BMW task inside and out, from BMW scheduled logbook servicing to the most complex of tasks. We are committed to helping our customers gain the absolute most from their BMWs, and this is evident in our commitment to quality.



SBM Performance and Tuning

Your BMW is a finely crafted piece of machinery, but there's always room for improvement. SBM provides a range of services including genuine BMW performance and M performance products. Whether it is slightly adjusting your car's engine software, or increasing your car's power with forced induction, SBM can help.

Exterior Styling

Do your body good - your BMW's body that is. When the factory look just isn't for you, styling parts from SBM allow you to transform your car into the machine of your dreams. Wings, spoilers, grilles and more are available at SBM - everything you need to set your vehicle apart from the highway herd of factory clones.



Dealer Upgrades

SouthernBM are proud to offer our BMW upgrade services to you in the most convenient way possible. Whether it be a styling tweak, suspension adjustment or major performance upgrade, you'll be pleased to know that SouthernBM offers these services to brand new BMW owners. Just head in to Brighton BMW or SouthernBM for more information.



MEET OUR MEMBERS

About 2 years ago I joined the BMW car club. Having owned various beamers over the years I thought it would be good to catch up with like-minded enthusiasts. I drive an X5 as my everyday car but decided this was a bit boring if I was going to join the club and participate in car runs. Thanks to Jim Richards success in the 80's I have always wanted a 6 series and started the search once I joined the car club. Looking for a 30 year old car means you get to drive some seriously bad cars and some seriously overpriced cars which led me to broaden my horizons and look interstate.

Finally, after a 3 month search I found a 1981 635csi in Queensland – black of course! It was advertised on the internet so I flew up one night, met the owner at the airport, and drove the car around Coolangatta for the next hour before stopping for a beer and sealing the deal. I flew back to Melbourne the next morning and had the car shipped down on a truck a week later. I have never done anything like this before – I was surprised how smoothly the purchase went and how cheap and easy it is to ship cars interstate!

The car itself is in great condition and all I have had to do so far is change the battery. Driving the old 6 series adds a bit of excitement to our weekend outings – the low stance of the car, and simple suspension and steering allow you to feel road in a way that modern cars with their electronics don't. You've gotta love oversteer....!

Tim Monagle



FOR SALE

Number plates are VIC BMW XXX, they are blue back ground with white lettering which have never been on a car.

I am asking \$2,500.00 for them or ONO.

My contact number is 0466 55 13 55
email Paulmeredith61@yahoo.com.au



WELCOME ALL NEW MEMBERS

Adrian Moors	E30 325i 1988	Mike Hulks	X3 2007
Joachim Jensen	535i 1985	Alexander Harding	330i 2001
Sam Zimble	120i 2006	Suren Chandrajit & Lisa Zheng	C63 2012, 56A 1963
Raf Cinaglia & Lucy Gunn	328i 2012	Haydn Friedrich	318is 1990
Rhys Thatcher	1M 2012	Iain Hogg	HZ ute 1979
Karline & Atonino Merlino	E21 323i 1980	Cameron Rigby	Impala 1965
Samuel Petdro		David & Mardi Melvin	125i 2009
Michael Wilson		David & Farida Mackrell	325i 1990
Peter Harris	M3 2003	Nazario D'Augello	318i 1986
Shaun Bantjes	Nissan 200s 1997	Chi Yu Wong	2500A 1974
Aresti Tharapos	2002 1972	Glenn Schrank	E30 - TC Baur 1985
Robert Strang	M5 2012	Jeffrey Soh	1 series M 2012
Gaetano Virgona	210 Chev 1957	Mathew Cuthbertson	WB statesman
Stewart Dore	Ford 1935	Heather Shiels	2002 1972
Christopher & Suzana Petdro	323 coupe 1987	Tim Freeman	Assoc member
Scott Dickie	1997 Nissan 200sx	Steven Buchler	M6 2005
Mark Johnson	2002 1973	Brian Wharton	E93 330ci conv 2007
Susie Johnson	325i 1990	Colin & Judy Dietrich	E92 2010
Rupert Rodrigues	E46 M3 2002	Brian Nguyen	E30 323i 1983
Jason Dalli	Chev impala 1963	Daniel Ness	E46 320 ci
Michael Willson	M5 2012	Peter Catramados	1 series M coupe 2012
John Karagounis	M3 sedan 2012	David Cristallo	M3 coupe 2012
Jim Sakellaridis	1 series M coupe 2012	Steve Tonini	X5M 2012
Geoff Humphrey	M3 sedan 2012	Gary Weston	M3 sedan 2012
James Liakakos	E36 coupe 1996,	LJ Torana 73	
Henry Santoso	2002 1970,	2000 cs 1967	
Bayles & James Abercrombie	633 csi 1979,	330ci 2005 ,	750il 2001
Laura Pendlebury	325i E30 1988,	353i E30 1984	

WELCOME TO ALL NEW MEMBERS

For all Membership enquiries please contact Wendy Eime at membership@bmwccv.com.au

MEMBER SERVICES DIRECTORY

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118 City Road, SOUTHBANK 3006
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BMW MELBOURNE KINGSWAY
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Tel: 8699 2888
Contact: George Stavris
Special prices on parts.

BIB STILLWELL BMW
145 Williams Road, SOUTH YARRA 3141
Tel: 9521 2121 Contact: Paul Morrissy (New Cars) Michael Cardwell (Used Cars) Alan Irwin (Parts) Zac Weiss (Service)

1233 Toorak Road, CAMBERWELL 3124
Tel: 9889 1866 Contact:
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MORNINGTON BMW
181 Tyabb Road, MORNINGTON 3931
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www.morningtonbmw.com.au

BIB STILLWELL BMW – Oakleigh
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Tel: 9252 5000 Contact: Patrick Latin (New & Used cars) Richard West (Service)

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DONCASTER BMW
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Tim Britt (Sales) Craig Hancock (Service & spare parts) Trade prices on parts.

VALLEY PRESTIGE BMW
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