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*Nationals Welcome at Silverwater  
Resort, Phillip Island, April 2013*

*M135i thanks to BMW Australia*

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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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# CONGRATULATIONS BERGMAN FAMILY

Anton and Claire Bergman, welcomed Mitchell Alexander Bergman to the world on Friday 5th April 2013 at 4.31pm weighing in at 7p 1on (3.21kg) and 51cm high, he was 15 minutes old when he got his first racing lesson, practicing race lines in the baby cart.



# MEET OUR MEMBERS LAURA PENDLEBURY

My daily drive is nothing to envy; I get a work car and the fuel is paid for so I'm not too fussed. I have two e30's which are my weekend toys.

It might sound silly, but it was love at first sight with my first e30. I bought her when I lived over in W.A.. She's an 1988 325i manual four door sedan. To the best of my knowledge, the only improvement has been a port and polished head. It's currently awaiting some funds so I can replace the clutch. She was my pride and joy, until the track car came along, but has now taken a bit of a back seat.



I got my hands on a gorgeous track e30 in December 2012, who is also a 1988 e30 325i. This one is a bit hit and miss. Lovely car, built and handles well, but the engine leaves a lot to be desired. So a lot of work will be going into it in the near future, hoping to replace all internals and have the head done, as she has a leaking gasket.

What do I love about my BMW's? What don't I love is more the question. I can't think of much! It's not just my BMW's, though. I love them all. There's something very special about that badge that just makes you feel all warm and fuzzy. It's a bit of pride, really. I'm incredibly proud to be a BMW enthusiast.

My motorsport experience at Phillip Island was amazing. I've always dreamed of driving on that track, and I was so happy that I finally got to. It was my very first time on a track with corners (I've done some drag racing previously), and boy was it fun! I can't wait to get back out there and give it another go!

I'm sure you'll all be shocked to hear that my dream BMW is an e30 m3. I couldn't think of anything else I would rather own over one of them, and to drive one on the Nürburgring would make me even happier!

I quite like Top Gear and 5th Gear; but I'd rather go for a spin with Jeremy Clarkson over Tiff any day!

## Laura Pendlebury

*Member profiles are always encouraged, so please contact Jenna at [editor@bmwccv.com.au](mailto:editor@bmwccv.com.au) if you wish your car to be featured in the next Magazine*

# BMW CLUBS AUSTRALIA NATIONALS 2013

Well another BMW Clubs Australia Nationals has been completed and going by the many accolades received, it may have been the best Nationals to date. Certainly attendance wise I think it would probably set a new record. Every National Rally is unique in its own way and even though there is a basis of Show and Shine, Motorsport, Touring and Evening Events, it is then up to the host Club to put its own spin on how these events are handled.

By basing this year's National Rally at Phillip Island, I think we encompassed an ideal location to spend the weekend soaking up all that Phillip Island and the surrounding district has to offer and attempt to make it a friendly event that could be shared by the BMW families of Australia.

## Friday Night Meet and Greet Cocktail Party

Even though every Nationals tries to have this event around the resort's swimming pool it always seems to end up being inside due to impending inclement weather. Likewise for us. 85 adults and 13 children enjoyed a gourmet BBQ dinner and drinks in a more formal atmosphere at the Silverwater Resort.

## Saturday Celebration of Excellence

Over 60 beautifully presented BMWs were lined up on the grass area in front of Silverwater Resort overlooking the water where 49 of these cars were judged for the Celebration of Excellence. There was a full range of vehicles from the 1958 Isetta through to the very latest 2013 E92 M3. Every class was very well represented with Stewart Garney taking out Best of Show with his E28 M5 with 426.5 points out of a possible 500.

## Saturday Night Nobbies Dinner and Penguin Parade

A trip to Phillip Island is not complete without going to see the penguins. 93 adults and 13 children boarded buses to be transported to the Nobbies Function Centre for a buffet dinner and then on to see the fairy penguins come home to roost. This was the only time that bad weather played a part.

Fortunately it only really rained heavily when we were inside behind glass and we were able to put up with the slight drizzle when watching our furry friends make their way out of the sea, over the rocks and up the beach to their waiting chicks.

## Sunday Motorsport Event

Again the weather was kind to us with a bit of drizzle in the morning to dampen the track, however it remained fine for the rest of the day to ensure some good lap times were recorded with Endree Saade having the best time of 1:46:1584 in his E36 Turbo. 63 competitors took to what is arguably the best circuit in Australia, namely the Phillip Island Grand Prix Circuit. Going by the smiles I am sure everyone had a good time.

## Sunday Touring Event

54 adults and 2 children went on a Sunday Convoy Cruise through the rolling hills of South Gippsland to the historic village of Loch for morning tea and then on to the RACV Inverloch Resort for a sumptuous buffet lunch of local produce. On the way they collected playing cards to form a poker hand and after a few shenanigans with cards being traded to try and get an upgrade to a better poker hand the winning hand was held by Carol and Belinda Kilner with three aces and two tens.

## Pace Car Laps

After lunch the Touring Group ventured back to watch the end of the Motorsport Event at the Phillip Island Grand Prix Circuit. 20 cars then lined up for their chance to do some Pace Car Laps around the circuit at a more sedate speed, however a lot faster than what you can legally drive on public roads. Once again the smiles on the faces of the drivers told the story. Even the passengers were able to look at the fantastic views that can be obtained from driving around the best circuit in Australia.

## Sunday Presentation Dinner

Silverwater Resort catered for 109 adults and 9 children to a formal three course meal in their Churchill/Flinders room where the winners of the Celebration of Excellence, Motorsport and Touring Events were announced. Plenty of beautiful trophies and door prizes supplied by our sponsors were handed out. The BMW Drivers Club of NSW won the Club of the Nationals with 55 members attending 191 events, giving a total of 760,172 points. A special presentation was made to Jenna Patan who went above the call of duty in her role as registration secretary and sponsorship organiser.

Finally the banner was handed over to the BMW Drivers Club of NSW who will be hosting the BMW Clubs Australia Nationals in 2015.



# BMW CLUBS AUSTRALIA NATIONALS 2013

## Monday Stayers Go Kart Event

For those not in a hurry to leave for home, Go Karts at the miniature Phillip Island Grand Prix Circuit was organised. 30 people raced around in two groups with Christian Fitzgerald the fastest. I now know that being light is certainly advantage in go karting. Once again there were smiles aplenty.

## Monday Stayers Museum and Lunch

37 others stayed on to view the excellent Phillip Island Grand Prix Circuit Museum followed by gourmet rolls and wedges for lunch. Final goodbyes and hugs all round took place prior to everyone departing their separate ways, all vowing to catch up again in 2015.

## It would be remiss of me not to also mention our sponsors starting with:

- BMW Group Australia for providing the M135i and many items for the registration bags.
- BMW Clubs Australia for providing the water bottles.
- BMW Car Club of Victoria for general financial support.
- Mornington BMW for the Motorsport trophies and various items for the registration bags.
- Southern BM and Evolve Technik for the Celebration of Excellence trophies.
- Silverwater Resort for one of the major door prizes.
- Doncaster BMW and BMW Melbourne for many items for the registration bags and door prizes at cost price.
- Shannon's Insurance for supplying the sample bags.
- Driven Threads for the door prizes.
- Grime Boss Hand Wipes for the wipes in the registration bags.
- Rhyl Trout & Bush Tucker Farm for some family passes.
- 3M Automotive Aftermarket Division for the Celebration of Excellence prize packs.

Overall we had 200 people attend 584 individual events over the weekend which I am sure was enjoyed by all. It proves that the BMW Clubs Australia movement is alive and strong and that we all want the National Rally events to continue well into the future.

We all look forward to the 2015 BMW Clubs Australia Nationals hosted by the BMW Drivers Club of NSW and the ACT.

Tony Whelan,  
Chairman BMW Nationals 2013 Organising Committee  
Secretary & Public Officer | BMWCCV  
Email: [secretary@bmwccv.com.au](mailto:secretary@bmwccv.com.au)



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# NATIONALS 2013

## Don't do what I did!

I was honoured to have been awarded Best of Show at the Nationals for my E28 M5. Many hours of work had gone into preparing the car and it did look a million dollars on the day. However, the next day was the tour of Gippsland in some pretty ordinary weather, and the car got quite grubby. I took it down to the local "washy" to flush off the road dirt that had accumulated ... big mistake.

Once I had used the wand to remove the dirt I realised what had happened ... the water had removed all the wax and actually etched the paint. The car looked awful ... huge streaks down the paint where the water had run off and overall mottled patches everywhere. I immediately took to the car with a microfibre cloth and Meguiar's Final Inspection, but too late. The damage was done. I have since had to completely clean the car using Meguiar's Medium Cut Cleaner to remove the etching in the paint (which is original and at 26 years old, getting a little thin in places) and then lay another coat of wax over that. Fortunately, this process has worked and there is no ready evidence of what nearly was.

Why? I have researched this and can tell you that in the interests of "saving water" these washy places recycle the water that is used in the bays. The detergents used are commercial grade and are not of the finest quality, using a lot of salts in their compounds. Salt is a cheap "filler" and being lightly corrosive, is ideal for removing dirt without too much effort. But ... over time, the salt residues build up in the recycled water and it effectively turns in to an extremely acidic slurry. I should have been warned when there were boats there being washed (San Remo is a seaside area) ... the salt and sea water flushed off of them also finds its way into the recycled system, adding to the corrosive action of the water. The very high concentrates of acidic salts in the water I used to flush the car removed the wax and started to erode the actual paint.

So, in the interests of protecting our lovely cars, don't so as I did. The integrity of the water offered for use cannot be guaranteed and my experience should act as a warning ... stay well away from these places unless you are confident the water is safe. Fortunately my M5 has survived to be judged another day and I am also fortunate that I have the knowledge and experience to be able to rectify what happened. No one's fault but mine, but please be warned!

### Stewart Garmey

International Delegate | BMW Clubs Australia

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# NATIONALS 2013 - COE EVENT



# MEET OUR MEMBERS

## ANDREW & KATRINA HENSHALL

This story follows the roadmap that resulted in our Z4 sDrive35i taking out first place in Class A at the Celebration of Excellence held during the 2013 BMW Clubs Nationals at Phillip Island. We are the lucky owners of one of the best looking roadsters currently available, which also manages to look just as good with the hardtop raised, thanks to those clever folk at BMW. It's fitted with a fantastic twin-turbo engine, and a magic 7-speed Dual Clutch Transmission, plus DSC, ABS, CBC, DDC, PDC, and other technically advanced features too numerous to list (and involving too many TLAs & FLAs).



Our love affair with roadsters started nearly 29 years ago (before we were even married) when we purchased a rare British sports car called a Jowett Jupiter. The Jupiter was unregistered and not really running, although I managed to coax it into life after unloading it off the trailer at my parent's house. Katrina and I went for a short spin around the block before putting it into storage for restoration at some stage in the future. In fact, the car's restoration is not yet finished, but it is getting closer!

Our 1951 Jupiter is an aluminium-bodied roadster with a 1.5 litre water-cooled flat four (horizontally opposed) engine in the front. It handles well when compared to its competition, the TD MG, and looks a little like a Jaguar XK120. The Jupiter's 16g tubular chrome-molybdenum steel chassis was designed by Eberon von Eberhorst of ERA, designer of the famous Auto Union GP cars of 1937-39. The Jupiter is famous internationally for its hat-trick of class wins in the le Mans 24 hour race (1950, 1951, & 1952), plus second in its class on the 1951 Monte Carlo rally, and winner of the 1951 RAC Tourist Trophy. Notable purchasers of new Jupiters included John Surtees, Peter Ustinov, and comedian Red Skelton.



We joined the Jupiter Owners Auto Club in the UK to access info and spares, plus the Jowett Car Club of Australia, and continue to organise events for the JCCA members in Victoria. The Jupiter was not my first Jowett however, as I purchased a 1950 Jowett Javelin for \$40 when I was in high school, and rebuilt its flat four engine during my school holidays; my brother still has this car! Recently, I also purchased the remains of a 1936 Jowett 7 hp 2-cylinder (horizontally opposed engine of course), and started collecting all the missing parts needed to build an alloy-bodied fish-tailed 2-seater sports special.

The Jupiter was joined not long after by a 1967 Datsun 2000 Sports SR311 roadster, which was a light car that competed with the MGB but came with a twin-carburettor OHC 2.0 litre 4-cylinder engine and 5-speed gearbox. It had a top speed of 201 km/hr, but utilised a simple suspension system that wasn't quite able to match the performance. Membership of the Datsun Sports Owners Club meant yet more club events to attend.



The Datsun was replaced by a manual 1989 Mazda MX-5 NA model roadster in classic red with removable hardtop purchased from the dealer principal of the local Mazda dealership. It turned out to be the 3rd MX-5 sold in Australia, and the first with a hardtop. This car was even lighter than the Datsun as it had an alloy bonnet and boot lid, but it had the opposite problem to the Datsun, with nowhere near enough power to match the beautiful handling.

Given that we live quite close to the Great Ocean Road, you can imagine where we went for our drives on quiet mornings. When it came time to replace the MX-5 many years later, it still had relatively low mileage and was well looked after, so the new dealer principal at Mazda decided to add it to his personal garage as it was simply too good to ship off to the trade.



# MEET OUR MEMBERS

The 2005 Melbourne Motorshow was our first chance to view the new NC model MX-5, and shortly afterwards an order was placed for a 6-speed manual roadster with removable hardtop (again in red of course). This time we had more power from the 2.0 litre 4-cylinder motor, but again it felt underpowered thanks to excellent handling. Strangely our new MX-5 turned out to be the first NC model delivered in Australia with a hardtop, thus mirroring our previous car! I imported a set of prototype Enkei super lightweight 5-spoke wheels and had them custom painted to finish off the exterior nicely. Our second MX-5 was used only occasionally and kept in immaculate condition, so we managed to take out a class win at Cars of the World in 2006 by just turning up!



The 2009 Melbourne Motorshow was the undoing of the MX-5, as the brand new second generation E89 BMW Z4 with its retractable hardtop was shown for the first in Australia; how could we resist the Z4's gorgeous shape. The silky N54 3.0 litre twin-turbo 6 cylinder engine delivers great low-down torque, a smooth power delivery right up to the 7000 rpm redline, and to cap it off, a totally sensual engine soundtrack.

We have had many cars over the years, and strangely all the 6-cylinder cars have been straight sixes, (1966 Jaguar S-type, BMW Z4, and a range of Ford Falcons); perhaps being a powertrain design and development engineer, I am very aware of their superior NVH. The fact that the BMW N54 engine won the internationally recognised award for Best New Engine in 2007 and International Engine of the Year in both 2007 & 2008 is very convincing evidence of just how good this engine is. Even watching the Top Gear comparison between the Z4 sDrive35i and a Nissan 370Z didn't deter us. After driving a couple of demonstrators, our order for a black sapphire sDrive35i (without any badges) with black interior was placed at our local dealer on my birthday in 2010. The car was delivered four months later on Katrina's birthday complete with a big red bow!

Our Z4 was built with a few additional but essential options: Adaptive M suspension, the slick 7-speed DCT gearbox (I love the flappy paddles – that's Top Gear terminology), and 19" V-spoke wheels. After delivery, the car received tinted windows and SmartKote, and then I fitted black kidney grilles, black tinted side indicator lenses, and all the silver painted trim was removed and repainted in black 2-pak. Add an appropriate registration number (BLKZ), and we have our dream roadster. It is a treat to drive, exhibits zero turbo lag, and with a 0-100 time of just 5.1 seconds, provides the sort of performance that our previous roadsters have lacked.



The Z4 continues the trend amongst our sports cars of having alloy panels, this time the bonnet, both roof panels, and the front guards are aluminium to save weight. Modifications to the Z4 since 2010 have been limited to a set of white LED angel eyes, as it's very difficult to improve on perfection.

We joined the BMWCCV in time for Christmas 2010 and have enjoyed a wide range of club events since, including entering the RACV Classic Showcase at Flemington Racecourse three times, and of course the CoE at the 2013 BMW Clubs Nationals. What a surprise to come home from the Nationals with a trophy considering the quality of the opposition in Class A at Phillip Island. The opportunity to take the Z4 out on the GP circuit (the best permanent racetrack in Australia), and give it maximum revs in the low gears out of the big flowing corners while listening to the bellowing exhaust was intoxicating. If only we hadn't been behind a pace car and had been allowed to use the full potential of 4th, 5th, 6th and 7th gears on the main straight! Katrina suffered in relative silence throughout, and even managed to smile a little afterwards.



Bring on the 2015 Nationals!

**Andrew & Katrina Henshall**

# BMWCCV SUPPORTS IRONMAN

Melbourne staged its 2nd IRONMAN Asia Pacific Championship on the 24th March 2013, one of the most challenging events on the planet.

A 3.8K swim, 180K bike ride and to top it off a 42.2K run. The event starts in Frankston with the swim, the bike leg incorporates a long ride out and back along the Eastlink tollway and the run is a point to point from Frankston to St.Kilda.

An e-mail was sent out by Scott asking for volunteers on the finish line – yes the finish line! I thought what a great opportunity to see the competitors finish and in some way help at the end of this epic event was an opportunity not to be missed. The forecast for the day was overcast, windy with the possibility of rain. As usual the weather man had it partially right, who can really accurately predict Melbourne's weather?



The swim leg was reduced to 1.8K because of the choppy surf, the bike and run went ahead unchanged, winds make both a real challenge. The afternoon cleared and the winner Eneko Llanos of Spain crossed the finish line in 07:36:08 with the defending champion Craig Alexander of Australia finishing 3rd in 07:39:37.

And yes I was at the finish line handing out medals to the finishers, soaking up the atmosphere, the jubilation, the exhaustion and the thrill of the finish – something I will never forget.

**Karl Leiminger**

# CLASSIC CAR AND BIKE SHOW



*Photo's thanks to Simon Wilkins*

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# BM Tech

## Canterbury Essendon



# MEET OUR MEMBERS

## JIM SOULTAS

My daily drive is a split between three cars I cannot choose a specific car as they all have different characteristics – BMW 525i Individual 2001, BMW 635CSI 1986, and MAZDA6 2013.

The most special car in my garage? It would have to be My E39 525i, I can't believe how much it has evolved into a different car from the date I purchased it in 2003

What I love about my BMW cars are that none are alike, I drive my E39 525i and it makes me feel like a boss, hugs the road and with the clarity of my modified car audio it puts me in a different postcode. My E24 635CSi sets the bench mark, the looks from ongoing cars is just unbelievable, it has modern day looks, and performance is a pleasure to drive whether it's a long or short drive.

My E39 525i Individual – has under gone a full restoration: Started July 2011 – still evolving

- **Body** – Full Respray – By Polo Body Works – Braeside Vic 3195
- **Interior** – Retrimmed – Full Black Leather with Blue inserts, customized door trims, new hood lining. By Sew Fine Auto Interiors – Cranbourne Vic
- **Customized Car Audio** – Focal Utopia BE NO7 Kit - front stage, 4x T12 Subwoofers, 8x Alpine PDX Amps and stinger wiring, 22inch screen in boot and alpine head unit attached to alpine processor to control sound. Supply & Install By Phatt Audio Concepts – Braeside Vic 3195
- **Wheels** – 19x10 Rear , 19x8 Front – Madina forged track 2 - 2 piece rim – Supplied by Motorsport Wheels & Tyres – Dandenong Vic
- **Suspension** - Bilstein Sports and springs lowed 30mm

Please refer to build link:

1. <http://www.mobileelectronics.com.au/forums/index.php/topic/563528-whats-happening-at-phatt-jimception-when-jims-mowing-combines-with-inception-you-get-jimception-that-will-be-the-theme-for-the-boot/?hl=phatt#entry1279955>
2. <http://www.mobileelectronics.com.au/forums/index.php/topic/567403-whats-happening-at-phatt-jimception/?hl=phatt>

My E24 635CSi – Has under gone a semi restoration, pending further works

- **Interior** – Full Retrim – Full Black leather with grey inserts, customized door trims in the same color as seats, new hood lining – By Sew Fine Auto Interiors – Cranbourne Vic
- **Wheels** – They are genuine BMW wheels, manufactured by BBS for BMW – Style 42 – 2 piece wheel 18inch
- **Body** – requires full respray – hopefully by the end of year
- **Engine** – Stock 3.5litre but in the pipe works may install M5 Engine or wait for it 4.8 V8 from a X5 2006
- **Suspension** – Bilstein sports and springs lowed 30mm

If I could have any BMW it would have to be a M5 or E46 M3 they are a wolf in sheep's clothing. I have travelled by car all around Australia, so I don't have a favorite road, but would like to venture overseas and take on some of the world's best roads, one comes to my mind is the Nurburgring, to be able to complete the fastest lap in a BMW.

I am a fifth gear fan love the car reviews, the guys go into so much details compared to Top Gear.

I have recently purchased a 1987 E32 735i which is need of a restoration, but thats a story for another day.

**Jim Soultas**

*Top Marque 14*



# MEET OUR MEMBERS



# BMW NATIONALS TRACK DAY

The BMW Nationals Track Day was a part of the BMW nationals weekend held during the Easter weekend. Phillip Island presented us with heavy rainfall in the wee hours of the morning, which began easing as we arrived at the Phillip Island Grand Prix Circuit. By the time all the cars were finally beginning their morning practise sessions, the track was drying out and the greying clouds giving way to the warmth of the island sunshine.

The sessions proceeded smoothly and the good volume of cars allowed for a great flow of sessions, rewarding the drivers with plenty of time on track. SouthernBM were represented at the track day with a variety of vehicles including our own custom built E36 track car which prior to the weekend had received a complete overhaul of the braking and suspension systems, as well as some aero enhancements that allowed us to achieve higher mid corner speeds and significantly higher stability into hard braking zones. We achieved a best time of 1.53 which we believe is approaching the limit of the platform.

One of our valued customers put his newly supercharged E46 M3 through it's first track day since the monstrous ESS kit was fitted by SouthernBM, pushing the car to an amazing 308rwkw. The car, in addition to having big upgraded Brembo brakes and suspension was fitted with competition semi-slick tyres and performed faultlessly on the day proving that big gains in horsepower and overall performance can be had without significantly affecting reliability and driveability. We can't, however, speak for fuel consumption!

SouthernBM's own supercharged E92 M3 made a brief appearance on the track for the late afternoon passenger sessions and performed admirably even with street tyres, speaking to the inherent trackability and ease of use of the E92 M3 platform in any situation.

We had a great weekend overall and will certainly be participating in any future events like this run by the BMW Car Club, and we will wait with bated breath for the next track day!

Andrew Brien, SouthernBM



## SAVE THE DATE - BMW FOUNDERS DAY

22nd June 2013, 7:00 pm – 11:30pm

Yarra Yarra Golf Club, Bentleigh East VIC

Check the website and look out in the upcoming newsletter for more information

# IT'S TIME TO ENJOY DRIVING AGAIN.

BMW Melbourne

Southbank  
Kings Way



The Ultimate  
Driving Machine

## THE BMW END OF FINANCIAL YEAR EVENT IS ON NOW AT BMW MELBOURNE.

At BMW, we only make cars for people who want to feel a certain way. Excited. Exhilarated. Passionate. Feelings you may not have felt for a while. If you don't look at your car the way you used to, if you now only use it to go from A to B, it's time to rediscover the enjoyment of driving again with BMW Melbourne. Put yourself back in the driver's seat during the BMW End of Financial Year Event with outstanding opportunities across the range of Ultimate Driving Machines. Offers must end June 30, so you must act now.

Visit BMW Melbourne - at Southbank or Kings Way - and let one of our experienced sales executives help you rediscover the Ultimate Driving Machine.

**OFFERS AVAILABLE ACROSS THE RANGE. MUST END JUNE 30.**

**BMW Melbourne, Southbank**

118 City Rd, Southbank. (03) 9268 2222 [bmwmelbourne.com.au](http://bmwmelbourne.com.au) LMCT 8155

**BMW Melbourne, Kings Way**

209 Kings Way, South Melbourne. (03) 8699 2888 [bmwmelbourne.com.au](http://bmwmelbourne.com.au) LMCT 8155

# BMW NATIONALS

53 brave BMW Drivers Club NSW members made the 1000 kilometre trek to Phillip Island to join in the 2013 Nationals. Some took the long road and left on the Thursday travelled for a while, stopped and partied a bit and made the final dash to a crushing deadlock at Koo-wee-rup where it looked like they might spend the rest of their lives.

Others hopped into their bright yellow bus, piled in their families and sent their cars down on a truck. They were the smart ones! Other, equally optimistic, got up early and travelled all day against the combination of the Easter plus school holiday exodus from Melbourne. In reality there appeared to be only three people left in the whole of Melbourne.

The Silverwater Resort turned out to be really nice with an intriguing system of numbering of parking spots done by a dyslectic, compass challenged person with a paint brush and a sense of humour. The quality of the accommodation was very good but the hospitality of the Victorian BMW Drivers Club was better! They welcomed us bearing gifts.

Now that is a good way to get things going. We were off to a good start with the Good Friday night dinner. A record number of just over 200 BMW fanatics had turned up to show off their cars, go for tours and play poker at the same time, watch the penguins come ashore at sunset, drive their cars around the fabulous Phillip Island circuit and eat! There was relatively little drinking as most events were a "zero alcohol."

Saturday morning saw 49 cars struggle for parking space on the Silverwater front lawn normally reserved for those having a quiet walk while marvelling at the tremendous view out over western Port Bay. As it turned out we were pretty good at driving but not so good at keeping our cars clean. Dori Saade won the Race Car section and the rest of us were left with very little.

Saturday night saw us head for a dubious quality meal at Nobbies where the weather turned into a small tornado for a while with wind and sheets of rain. Not to be deterred a roaring trade was done in plastic ponchos for protection during the penguin parade. We were lucky enough to have a small section with seating for 180 where the penguins came up from Bass Strait. The other 3,000 people further up the beach were huddled on the sand. Back on the coaches those driving in the morning were strangely muted as the rain continued to fall.

Sunday morning was pretty miserable with steady rain as we drove out to the track. As Graeme Bell was giving the driver's briefing the rain magically stopped and the track was a little damp for the sighting lap and by the time of the timed trials was completely dry.

Phillip Island track has some strange restrictions for an international motor sport track. It has a 75 decibel limit which is strange as it is in the middle of nowhere. Although it does have permission for a couple of 90 decibel meetings each year and it is not hard to work out which ones they are.

Yellow flags are manically waved to warn drivers of Barrow Island Geese on the track! These birds are about the same size as a small cow, have absolutely no road sense, like to keep their feet dry on hot mix and if you hit one they call the ambulance for the goose.

Geese aside, the Victorians really know how to run a super sprint meeting. These guys are laid back, firm, fair and good fun. They are some of the best officials to have at a track! They certainly make you want to come back.

Besides picking up a swag of placings a couple of things did happen. Arthur Scerri's car decided, after eight years, to have a short circuit and catch on fire. Arthur was seen using the fire extinguisher on the motor and amazingly he was soon back on the track. The editor decided to brake what he thinks was a clutch on his E28 while the oldest car on the day, the E12 M535i, kept on circulating.

Back at the Silverwater resort it was time to settle into some serious talking and comparing notes of the day's activities. Prizes were presented, raffles drawn, speeches made, the phantom banner for the next Nationals kind of handed over and everyone went away very happy, very pleased and proud to be part of such a well organised event.

The secret was staging such a fabulous event? Communications and promotion (and a great race track) Tony Whelan, Jenna Patan and Graeme Bell were marvellous in getting information back to people. They worked hard and fast. The other part of the secret is having members, not all of them driving BMWs, wanting to be part of a group.

Congratulations to everyone involved.

**Trevor Kilner**  
**NSW Drivers Club Editor**

# BMW NATIONALS TRACK DAY





# CLUB OF THE NATIONALS

2013 BMW NATIONAL RALLY					
CLUB OF THE NATIONALS					
		NUMBERS	EVENTS	KMs	TOTAL
NAME	CLUB	BOOKED	ATTENDED	TRAVELLED	POINTS
TOTAL ACT	ACT	12	52	4100	81037
TOTAL NEW SOUTH WALES	NSW	55	194	22514	766152
TOTAL QUEENSLAND	Qld	21	84	18172	324846
TOTAL SOUTH AUSTRALIA	SA	7	32	2541	79664
TOTAL VICTORIA	Vic	99	219	7092	57351
TOTAL OTHERS		6	6	526	958
GRAND TOTAL		200	587	54944	1310008



# NATIONALS PRESENTATION DINNER



# NATIONALS MOTORSPORT LAP TIMES

PRACTICE SESSIONS S1 S2 S3 S4 S5 S6 S7 S8 S9 S10 S11

Practice

Issue  
Page #

Pos	Car	Competitor/Team	Driver	Vehicle	Cap	CL	Fastest...Lap	Gap
1	114	BMW Drivers Club of NSW	Endree Saade (NSW)	BMW E36 Turbo	5100	J	S11 1:46.1584*	
2	23	BMW Car Club of Victoria	Peter Fitzgerald (Vic)	BMW E92 M3 s/c	6800	H	S6 1:46.8929	0:00.7345
3	124	BMW Car Club of Victoria	Peter Fitzgerald (Vic)	BMW E82 135i	5100	F	S13 1:48.1370	0:01.9786
4	157	BMW Drivers Club of NSW	Ed Kreamer (NSW)	Mitsubishi Evo 9	3400	L	S11 1:48.3074	0:02.1490
5	9	Maserati Club	Liam Slattery (Vic)	Mitsubishi Evo 4RS	3400	L	S11 1:49.3209	0:03.1625
6	24	BMW Car Club of Victoria	Christian Fitzgerald Vic	BMW E82 135i	5100	F	S11 1:49.5700	0:03.4116
7	12	BMW Drivers Club of NSW	Dori Saade (NSW)	BMW E36 M3	3000	H	S6 1:49.7712	0:03.6128
8	1	BMW Car Club of Victoria	Andrew Hall (Vic)	BMW E92 M3	4000	H	S6 1:50.0100	0:03.8516
9	128	BMW Car Club of Victoria	Tristin Bergman (Vic)	BMW E28 M535i	5950	J	S12 1:50.0120	0:03.8536
10	68	BMW Drivers Club of NSW	Philip Allen (NSW)	BMW E46 M3	3200	G	S11 1:51.5571	0:05.3987
11	19	BMW Drivers Club of NSW	Arthur Scerri (NSW)	BMW 328i s/c	4760	F	S11 1:51.7693	0:05.6109
12	14	BMW Car Club of Victoria	Phil Logan (Vic)	BMW E36 M3	3000	J	S12 1:52.4907	0:06.3323
13	7	Maserati Club	James Geros (Vic)	Mitsubishi Evo 4RS	3400	L	S8 1:53.0946	0:06.9362
14	4	BMW Car Club of Victoria	Simon Lyne (Vic)	BMW E30 Racecar	2500	I	S7 1:53.3755	0:07.2171
15	133	BMW Car Club of Victoria	Andrew Brien (Vic)	BMW E36 325i	2500	I	S12 1:53.6690	0:07.5106
16	90	Maserati Club	Lorenzo Maimone (Vic)	Skyline R32	4420	L	S6 1:54.0682	0:07.9098
17	333	BMW Car Club of Victoria	Keith Olsen (Vic)	BMW E36 325i	2500	I	S14 1:54.3932	0:08.2348
18	31	BMW Car Club of Victotia	Graeme Bell (Vic)	BMW E30 Racecar	2500	I	S12 1:54.7801	0:08.6217
19	8	BMW Drivers Club of NSW	Martin Duursma (NSW)	BMW E92 M3	4000	G	S11 1:55.3142	0:09.1558
20	41	BMW Drivers Club of NSW	Greg Lomax (NSW)	BMW E46 M3	3300	H	S13 1:55.4324	0:09.2740
21	27	BMW Car Club of Victoria	Brian Bourke (Vic)	BMW E30 Racecar	2500	I	S2 1:55.5767	0:09.4183
22	49	BMW Car Club of Victoria	Bruce Corrin (Vic)	BMW E46 M3	3200	G	S9 1:55.8671	0:09.7087
23	53	BMW Car Club of Victoria	Loughlin Curran (Vic)	BMW E30 Racecar	2500	I	S7 1:56.2537	0:10.0953
24	28	BMW Car Club of Victoria	Sean Bell (Vic)	BMW E30 Racecar	2500	I	S12 1:56.3822	0:10.2238
25	281	BMW Drivers Club of NSW	Tom Browell (NSW)	Mini Cooper S	2720	D	S9 1:57.1353	0:10.9769
26	60	BMW Car Club of Victoria	Luke Curran (Vic)	BMW E30 Racecar	2500	I	S12 1:57.8466	0:11.6882
27	5	BMW Club Queensland	Ian Solomon (Qld)	BMW E30 2.8	2800	I	S13 1:57.9942	0:11.8358
28	117	BMW Car Club of Victoria	Jeremy Fredersdorff Vic	BMW E82 135i	5100	E	S8 1:58.0920	0:11.9336
29	95	BMW Drivers Club of NSW	Edgar Watfa (NSW)	BMW E36 M3 GT	3000	G	S14 1:58.3583	0:12.1999
30	58	BMW Car Club of Victoria	David Carver (Vic)	BMW E36 M3	3000	H	S3 1:58.4645	0:12.3061
31	62	BMW Car Club of Victoria	Daniel Bey (Vic)	BMW E28 M535i	3600	H	S15 1:58.5837	0:12.4253
32	35	BMW Car Club of Victoria	Jeff Murdoch (Vic)	BMW E82 135i	5100	F	S10 1:58.9486	0:12.7902
33	37	BMW Club Queensland	Rodney Tyson (Qld)	BMW E60 M5	5000	G	S8 1:59.0791	0:12.9207
34	80	BMW Car Club of Victoria	Trent McParland (Vic)	BMW E34 540i	4000	E	S9 1:59.3315	0:13.1731
35	190	Maserati Club	Marco Maimone (Vic)	Skyline R32	4420	L	S3 1:59.4748	0:13.3164
36	67	BMW Drivers Club of NSW	Bob Williams (NSW)	BMW E30 2.8	2800	D	S6 1:59.5912	0:13.4328
37	55	BMW Car Club of Victoria	Andrew Thompson (Vic)	BMW E46 M3	3200	H	S9 1:59.9281	0:13.7697
38	32	BMW Car Club of Victoria	Brian Cooper (Vic)	BMW E36 325i	2500	D	S13 2:00.2642	0:14.1058
39	136	BMW Car Club of Victoria	David Lumb (Vic)	BMW E30 Racecar	2500	I	S2 2:00.5553	0:14.3969
40	131	BMW Club Queensland	Phillip Allsop (Qld)	BMW E30 Racecar	2500	I	S9 2:01.1285	0:14.9701
41	86	BMW Car Club of Victoria	Warren Kulpa (Vic)	BMW E28 M535i	3430	F	S15 2:01.3600	0:15.2016
42	44	BMW Drivers Club of NSW	Nick Voegt (NSW)	BMW E36 M3	3200	G	S8 2:02.0641	0:15.9057
43	25	BMW Car Club of Victoria	David Mackrell (Vic)	BMW E30 325i	2500	D	S7 2:02.7661	0:16.6077
44	50	BMW Car Club of Victoria	John Doria (Vic)	Holden Commadore	6000	L	S10 2:03.1086	0:16.9502
45	150	BMW Car Club of Victoria	Daniel Doria (Vic)	Holden Commadore	6000	L	S3 2:04.0326	0:17.8742
46	130	BMW Drivers Club of NSW	Anthony Yee (NSW)	BMW E87 130i	3000	C	S10 2:04.3335	0:18.1751
47	30	BMW Drivers Club of NSW	Chris Kingsland (NSW)	BMW E36 328i	2800	D	S3 2:05.0132	0:18.8548
48	36	BMW Car Club of Victoria	Steven Doria (Vic)	Holden SV6 Ute	3600	L	S5 2:05.4619	0:19.3035
49	6	BMW Car Club ACT	Phil Freeman (ACT)	BMW E36 M3	3000	G	S10 2:06.5149	0:20.3565
50	2	BMW Car Club of Victoria	Jess Bell (Vic)	BMW E36 318is	1800	B	S4 2:07.7453	0:21.5869
51	10	BMW Car Club of Victoria	Rodney Smith (Vic)	BMW E30 320i	2000	B	S8 2:09.0550	0:22.8966
52	535	BMW Drivers Club of NSW	Peter Kilner (NSW)	BMW E28 M535i	3453	E	S9 2:09.6641	0:23.5057
53	18	BMW Car Club of Victoria	James Allen (Vic)	BMW E36 325i	2500	C	S15 2:10.5082	0:24.3498
54	16	BMW Club Queensland	Denis Weisz (Qld)	BMW E30 318is	1800	A	S15 2:12.0776	0:25.9192
55	520	BMW Car Club of WA	Trevor Kilner (WA)	BMW E12 M535i	1990	E	S10 2:12.2358	0:26.0774
56	20	BMW Car Club of Victoria	Neil Kulpa (Vic)	BMW E28 535i	3500	E	S15 2:12.6917	0:26.5333
57	17	BMW Car Club of Victoria	John Fredersdorff (Vic)	Mazda MX5	2000	L	S10 2:13.4272	0:27.2688
58	33	BMW Drivers Club of NSW	Michael Walter (NSW)	BMW E46 M3	3200	G	S13 2:13.9275	0:27.7691
59	11	BMW Car Club of South Australi	Mohamed Awadalla (Vic)	BMW E39 530i	3000	C	S14 2:15.6344	0:29.4760
60	21	BMW Drivers Club of NSW	Edward Forgacs (NSW)	BMW E39 M5	4900	G	S15 2:15.9866	0:29.8282
61	361	BMW Car Club of Victoria	Paul Doria (Vic)	Holden SV6 Ute	3600	L	S3 2:16.9431	0:30.7847
62	126	BMW Car Club of Victoria	Laura Pendlebury (Vic)	BMW E30 325i	2500	I	S5 2:22.1774	0:36.0190
63	132	BMW Car Club of Victoria	Trevor Kulpa (Vic)	BMW E39 540i	4400	F	S9 2:22.7216	0:36.5632

Fastest Lap Av.Speed Is 151kph

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

# NATIONALS SHOW N SHINE RESULTS

BMW CLUBS AUSTRALIA NATIONALS 2013.					30-Mar-13						
SOUTHERN BM & EVOLOVE TECHNIK CELEBRATION OF EXCELLENCE.											
SUMMARY					GRAND	1	2	3	4	5	
					TOTAL	ENTRANT	EXTERIOR	INTERIOR	BOOT	ENGINE	
No:	CLASS	NAME	CAR	REGO	500	100	100	100	100	100	100
<b>BAU GRUPPE 201X E70 X5, E71 X6, E81/E87 1s, E84 X1, E90 3s, F01 7s, F10 5s, F30 3s</b>											
1	3 A	HENSHALL Andrew	E89 Z4	BLKZ	364	33	78	90	73	90	
2	5 A	WHARTON Brian	E93 330i	ZAF 487	337	42	70	92	64	69	
3	6 A	SUMMERS Mike	F30 320i	BMW 757	318	32	70	79	68	69	
4	2 A	BRIEN Andrew	E92 M3	SBM 3	313	24	76	81	67	65	
5	9 A	DUURSMA Martin	E92 M3	N BL79J	312	24	72	82	70	64	
6	10 A	SARTORI Troy	E92 335i	TS800	305	44	75.5	79.5	46	60	
7	4 A	COOPER Kenneth	E92 335i	KEN 335	302.5	45	69.5	73	74	41	
8	8 A	YEE Anthony	E87 130i	01 ANTH	294.5	46	73.5	48	64	63	
9	7 A	MURDOCH Jeff	E82 135iM	YPA 901	265.5	24	69.5	63	75	34	
10	12 A	SPRAGUE Ashley	E92 M3	ZPE 638	170	11	75	84	Unsite	Unsite	
<b>BAU GRUPPE 200X E46 3s, E53 X5, E60 5s, E63 6s, E65 7s, E83 X3, E85 Z4s</b>											
1	17 B	SMITH Val	E46 330ci	V BM 033	388	52	78.5	81.5	96	80	
2	19 B	ROUND Ian	E46 330ci	IDR 633	371.5	50	72.5	82	83	84	
3	15 B	TYSON Rod	E60 M5	W1NGIT	351.5	43	74.5	78	82	74	
4	1 B	THOMPSON Andrew	E46 M3	TYC 964	334	48	72	76	62	76	
5	14 B	McLACHLAN Jeff	E85 Z4M	ZED 4M	317	39	66	61	69	82	
6	11 B	STEVENS Mark	E63 M6	YHL 00R	281.5	29	40.5	77	70	65	
7	18 B	WHELAN Tony	E66 760Li	ARW 760	273.5	62	64.5	69	78	Unsite	
8	16 B	WALTER Michael	E46 M3	MW 711	227.5	42	56	51.5	52	26	
<b>BAU GRUPPE 199X E31 8s, E36 3s, E36/7 Z3s, E38 7s, E39 5s</b>											
1	28 C	WILKINS Simon	E36 318i	318 111	394	67	78	85	78	86	
2	24 C	BATEMAN Rodney	E36 325i	RB 1976	387	58	71	84	86	88	
3	23 C	AWADALLA Mohamed	E39 530i	S 720 AEJ	382	47	83	86	83	83	
4	29 C	FORGACS Edward	E39 M5	NEF 058	376	46	74	84	83	89	
5	20 C	FREEMAN Phil	E36 M3	PF 001	370	59	71	71	75	94	
6	25 C	BURKE Ian	E36 M3R	NIB 101	350	39	73	77	72	89	
7	22 C	SOULTAS Jim	E39 525i	LOUDBM	345	54	77	84	49	81	
8	26 C	PLANINSIC Andre	E36 323i	YKY 626	329.5	65	62.5	75	66	61	
9	21 C	VARTY Chris	E36/7 Z3	YCA 014	318	59	64	57	74	64	
10	27 C	WATFA Edgar	E36 M3GT	M3 GT	299.5	38	63.5	67	74	57	
<b>BAU GRUPPE 198X E30 3s, E32 7s, E34 5s</b>											
1	30 D	BARLOWE Josh	E32 735i	BMJ	409.5	74	80.5	83	83	89	
2	31 D	MUIR Scott	E34 AlpinaB10	21735H	391	72	78	83	77	81	
3	34 D	McGUIRE Russell	E30 M3	E30 M3	347	58	67	86	74	62	
4	33 D	McPARLAND Trent	E34 540LE	TJMP	336	75	73	47	63	78	
5	32 D	BUTCHER Jamie	E34 535is	V BM 590	310	84	63	56	60	47	
6	35 D	PENDLEBURY Laura	E30 325i	20861H	197	45	64	32	47	9	
7	46 D	COZENS Steve	E30 318i A Col	SZZ 042	145	59	23	27	36	Unsite	
<b>BAU GRUPPE 197X E21 3s, E23 7s, E24 6s, E28 5s</b>											
1	37 E	GARMEY Stewart	E28 M5	12008H	426.5	62	89.5	96	92	87	
2	36 E	MYERS Christian	E28 525e	09305H	401	84	81	66	79	91	
3	39 E	GLYNN Lawrence	E21 323i JPS	1384	385.5	90	76.5	77	78	64	
4	44 E	CHUA Alvin	E28 M5	20071H	384	71	77	89	77	70	
5	40 E	BUNKER-SMITH Charles	E24 635Csi	11325H	377.5	61	72.5	88	86	70	
6	38 E	TZOOMIS Bill	E24 635Csi	18200H	322.5	71	61.5	64	66	60	
<b>NEUE KLASSE 2002s, E3 2500/3.0L, E9 3.0CS/CSL, E12 5s</b>											
1	42 F	BATEMAN Caroline	2002	15250H	422	97	83	83	82	77	
2	41 F	ALCHIN Ken	2002	KA 2002	360	90	67	74	63	66	
3	45 F	EYWARD Tim	E10 2002	03756H	333	89	74	37	69	64	
4	43 F	KILNER Trevor	E12 M535i	43543H	283.5	63	64.5	65	59	32	
<b>ALL OTHER PRE 1970 BMWs AND ISETTAS</b>											
1	60 H	NASSAR Tony	Isetta 300	1414H	366.5	80	82.5	77	48	79	
<b>BMW RACE &amp; RALLY CARS</b>											
1	63 R	SAADE Dori	E36 M3	N/A	268	39	59	32	55	83	
2	61 R	SOLOMON Ian	E30 Racecar	5	209	55	54	20	45	35	
3	62 R	SAADE Andre	E36 Racecar	4	182.5	35	62.5	11	54	20	





Wolf among the Sheep... or is that Llamas?

## Wolf among the Sheep

Brisbane Ranges Cruise 2012

Last year we went along for the Brisbane Ranges Poker Run organised by Tony Whelan. This was our first experience with this type of cruise and it worked really well. There are several stops where you collect a new card and at the end of the cruise you make a poker hand. The best hand wins a prize. It also acts as a way to regroup several times on the cruise as well as take in the scenery.



As my sister was also on this cruise we came along in another German marque (think 3 pointed star) and tried to blend in as much as possible. We blended in most of the time except for when we'd take off from a stop and rev out first gear to enjoy the aural pleasures of our 6.2L V8. Apparently you could hear us 7 or 8 cars back. No one was complaining, on the contrary everyone seemed to encourage us as the sound was magnificent.



Tony had really put in effort in finding some super obscure roads. My sister, Moni, had to play catch-up from the start as their McDonalds breakfast order took longer than expected. With little phone reception and 2 girls with very poor navigational skills (just ask my mother about the time my sister's directions got them lost in little Havana on a family trip to Miami) her passenger was convinced they were lost when they were traveling up super steep single lane roads that circumnavigated the hill.

They weren't, this was all part of Tony's amazing course and eventually they caught up with us. Lunch was at a winery, whose name escapes me, which was tasty. After another short stint the cruise ended with an afternoon Devonshire Tea (Yum!).

Thanks to Tony for putting on a great day with a nice twist on the regular cruise format.



## Nationals Easter Sunday Cruise & Pace Car Laps

I was awakened by an alarm set way too early and a plastic egg chucked at my head by my better half telling me that before we were able to depart for Philip Island, I would be required to complete an Easter egg quest, complete with clues written on these plastic eggs. I mumbled something about more sleep and that I'd do it when we got back. Apparently that was unacceptable and I proceeded on my quest around the house which included having to go outside in the cold at 6am (how cruel!).



Now loaded up on chocolate we made our way to Philip Island to join the car club for the nationals drive day which was the alternative event to motorsport. Sunday was the only day that we could attend a nationals event due to an already busy long weekend but we were glad we could at least be a part of it.

We arrived at the meeting spot at the published time and found the car park bristling with life and full of BMWs, we were in the right place! The weather looked gloomy and being Phillip Island it was windy and slightly on the cold side but nonetheless looked like a perfect day for a drive.



With a bag of goodies from the sponsors (my favourite being the BMW windscreen washer additive), some playing cards (for the poker run, see my other piece on the Brisbane Ranges cruise) and directions now in our hand, we were on our way.



Tony Whelan had yet again put together an array of back roads that we would never have found ourselves. Even though, as with all the car club drives, all road rules and laws were adhered to, it was still a challenging and enjoyable drive with plenty of windy bits and many one lane back roads where we only occasionally encountered other cars. Being a row of 30 or so beemers, we usually took priority.

After a morning tea break we were off again and what seemed like only a super short time, we were at the RACV club in Inverloch, ready for lunch. I have to say, even though it was a buffet the food was very impressive. I tend to stay away from buffets unless we're talking the Bellagio or Wynn in Vegas or to a lesser extent a lunch at the VRC, this was on par with the latter.



Feeling very full (as if the constant chocolate wasn't enough) we headed back towards the track for our pace car laps. After a quick driver briefing and some queuing waiting for the real racers to get off the track, we set off on our pace car laps. This was actually a very enjoyable way to experience Phillip Island. It's designed to give people a taste of the track and entice them to sign up next year for the track day but as someone who has done Phillip Island many times before, it was a really relaxed way to enjoy the beauty and serenity that is the Phillip Island racetrack.



A big thank you to Tony Whelan, Graeme Bell and the whole nationals crew for a well organised day. If it was at all indicative of what the rest of the event was like, then we really missed out by only participating on this day.

Marc Warshall  
mwarshall@hotmail.com



"You've got to know when to hold 'em, know when to fold 'em, know when to walk away, know when to run"

**BMW DRIVERS CUP 2013**  
**ROUND 1 WAKEFIELD PARK**  
**MARCH 2<sup>ND</sup> & 3<sup>RD</sup>**

**QUALIFYING**

	Car #	Position	Time
Alan Saint	54	1	1:26.2261
Stan Armstrong	121	2	1:27.6395
Brian Bourke	27	3	1:27.8815
Glenn Potter	66	4	1:28.4021
Simon Mitchell	99	5	1:28.4021
John Angiolella	64	6	1:31.8961
Ray Kwong	88	7	1:37.9369

**RACES**

	Car #	Race 1 Position	Points	Race 2 Position	Points	Race 3 Position	Points	Race 4 Position	Points	Best Lap Time	Total Race Points	Round Points	Round Position
Alan Saint	54	1	25	3	20	1	25	1	25	1:10.1538	95	25	1
Simon Mitchell	99	2	22	1	25	5	16	2	22	1:10.5284	85	22	2
Brian Bourke	27	4	18	2	22	3	20	3	20	1:11.0038	80	20	3
Glenn Potter	66	3	20	4	18	2	22	5	16	1:10.4925	76	18	4
Stan Armstrong	121	5	16	5	16	4	18	4	18	1:11.1607	68	16	5
John Angiolella	64	7	14	6	15	6	15	6	15	1:11.0719	59	15	6
Ray Kwong	88	6	15	7	14	7	14	7	14	1:13.9100	57	14	7

**BMW DRIVERS CUP 2013**  
**ROUND 2 PHILLIP ISLAND**  
**APRIL 6<sup>th</sup> & 7<sup>th</sup>**

**QUALIFYING**

BMW E30's	Car #	Position	Time
Matt Martin	43	1	1:52.8585
Anthony D'Anna	45	2	1:54.4424
Alan Saint	25	3	1:54.8195
John Angiolella	64	4	1:54.8237
Sean Bell	68	5	1:55.4249
Brian Bourke	27	6	1:55.7403
Geoff Bowles	24	7	1:56.9591
Gary Pearce	50	8	1:57.9893
Julie Showers	11	9	1:58.0446
David Levy	77	10	1:58.7793
Mark Gorgovski	30	11	1:59.0549
David Lumb	36	12	1:59.7604
Aneeta Abatz	66	13	2:03.8992

**RACES**

BMW E30's	Car #	Race 1 Position	Points	Race 2 Position	Points	Best Lap Time	Total Race Points	Round Points	Round Position
Anthony D'Anna	45	3	20	1	25	1:54.8561	45	25	1
John Angiolella	64	5	16	2	22	1:54.5262	38	22	2
Brian Bourke	27	4	18	4	18	1:55.0813	36	20	3
Geoff Bowles	24	8	13	3	20	1:55.6426	33	18	4
Alan Saint	25	2	22	12	10	1:54.8096	32	16	5
Gary Pearce	50	7	14	5	16	1:56.0293	30	15	6
Sean Bell	68	6	15	8	13	1:55.0997	28	14	7
Julie Showers	11	9	12	6	15	1:57.3353	27	13	8
David Levy	77	10	11	7	14	1:57.8113	25	12	9
Matt Martin	43	1	25	DNF		1:53.5292	25	12	9
Mark Gorgovski	30	11	10	9	12	1:58.0277	22	10	11
Aneeta Abatz	66	12	10	10	11	1:58.0800	21	10	12
David Lumb	36	13	9	11	10	1:59.0760	19	9	13

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# MY 1996 BMW 328i E36 MANUAL COUPE

I purchased my first ever BMW in 2010 from my Pop for \$2000. It was a 1989 BMW 320i e30, four door manual. As soon as I drove the e30 I fell in love with the car and not long after, the brand itself. I loved the way it drove, the way it felt, handled, the way it looked and soon I came to realise I was unlike most P-Platers who prefer Holden and Ford.

Soon after I bought the e30, things started to go wrong. If it wasn't another service it was the diff, if it wasn't the diff it was multiple oil leaks, bill after the bills kept coming, soon enough my bank account was running dry. To my despair I realised that the e30 needed a lot of love and attention before I could even think about the upgrades. Things like adding new wheels and lowering it was never going to happen, let alone thoughts of a CAM, chip or LSD. However not knowing the workings of any car very well, let alone a BMW I found myself spending unnecessary money on short term fixes.

Two years later I'd finally had enough and set my eyes on a new project. Within six months of saving every last cent, I could finally leave the e30 behind and in August 2012 I upgraded to a 1996 328i e36 coupe. I bought the 328i from Trade Prestige in Port Melbourne, Black, very clean and only 188,000km on the clock. The manual conversion was done by the previous owner, however the funny thing was that it was done by Southern BM, my old employers and the team who will be helping me with this project.

I had big plans and ideas for the e36. I wanted to build it properly, attending to all areas of the car. After owning the BM for a couple of months I lost my licence which was a blessing in disguise. Straight away I called Jimmy & Andrew and organised to put my car into the workshop for a period of six months plus. Immediately I started researching on multiple websites including VAC & Turner motorsports, CA Technologies UK, Dinan, Schmeidenmann UK, Beastpower, Umnitzer and Bimmerworld. With each pay week I paid my necessities and all the rest went on my e36.

I decided to break the car up into six stages and place them in an order of importance. Suspension was first followed by brakes, driveline, exterior, interior and finally the engine, with maintenance in between. The car is still currently at Southern BM and as it stands to date I have finished the first two stages and stage three is currently underway. Jim and Andrew at Southern BM have been a great help with the build and very tolerant of my multiple emails and phone calls.

I'm aiming to finish the build by August/September this year but the outcome will ultimately depend on cash flow and the sourcing of parts from overseas. As listed below are the completed and in progress stages, a fully updated list will be appearing in the coming months when the build is finished.

## Jay Haig



# MY 1996 BMW 328i E36 MANUAL COUPE

## Stage One

- Ebachi coilovers
- Ebachi anti-sway bar kit
- Stage three camber plates
- Ebachi rear camber arms
- Powerflex rear trailing arm bushes (Polyurethane)
- Powerflex rear sub frame bushes (polyurethane)
- Powerflex front lower control arm bushes (polyurethane)
- Motorsport lower X brace
- Strut brace
- Ground control adjustable rear sway bar links
- Turner motorsport trailing arm bushing limiter kit



## Stage Two

- EBC slotted and dimpled rotors
- StopTech street performance brake pads
- StopTech stainless steel braided lines
- Calliper bushing upgrade kit
- Callipers and brackets powder coated black



## Stage Three

- ClutchMasters lightweight sprung hub clutch (performance organic clutch- 40% more clamp load than M3)
- JB racing aluminium fly wheel
- Rebuilt tailshaft and balance
- UUC polyurethane engine and transmission mounts
- Rogue Engineering stainless steel clutch line
- Selectors
- UUC ultimate short shift kit
- UUC DSSR
- Diff rebuilt
- Quaife LSD



# WELCOME ALL NEW MEMBERS

Lindsay & Mitchell Ellis	E39 540i 1997	E30 318i 1989	
James Hosking	323i JPS 1981		
Morgan Wu	335i 2007		
Scott Booth	525e 1986		
Jennifer Baldwin-Morris	Falcon XR6 2010	Focus 2012	Lada Niva 1997
Stephen Lewis	EH Holden Ute 1965		
Sean Dixon	E12 M535i 1981		
Jose Zaldana	E21 323 1982	E30 323 1988	
Craig Templeman	M6 Conv 2012		
Andrew Wong	1 series M coupe 2012		
Garry Askew	M3 2012		
Ryan Koski	M3 2012		
Dean Jennings	Z4M 2006		
John Monos	1 series M coupe 2012		
Daniel Galli	2002 1975		
Alan & Cindy How	318i 1996	325i 1984	
Michael & Cheryl Wood	528 1984		
Mark Cooke & Emma Fellows-Cooke	323i E21 1983		
Andrew Thompson	M3 2006		
Jeremy Fredersdorff	135i 2008		
Rory Farrugia	E36 328i 1995	N13pulsar 1987	
Susan & Michael Collins	E30 318i 1988	E36 318is 1995	
Joy & Geoff Wundersitz	M3 1999		
Franas Deegan	M535i 1986	540 1999	X5 2007
Tim Hook	R32 2004		
Tom Lacy	Chev Cheyenne 1972		
Nathan Meyerheinrich	E30 323i 1985		
Andrew & Adrian Hui	318i coupe 1989		
Danny & Josh Khouri	318i 1983		
Russell & Melva Stebbins	M535i 1987		
Shawn Munroe	1 series M coupe 2012		
Dr Rob Gocentas	1 series M coupe 2012		
Dale McKee	M3 pure edition 11 2012		
Paul & Liga Smith	Z3M coupe 1999	1 series conv 2012	
Sammie & Dominic Quattrone	M3 2008		
Scott Rawling	528i 1985	528i 1981	318i 1986
Leigh & Con Chrisanthou	M3 2010		
Jay Hau	328i 1996	320i 1989	
Matthew Leyden	Holden Premier V8 1976		
Sam Bektas	M5 2006	X5 4.8i sport 2007	
Christopher & Ray Haddad	E30 323i 1984		
James Forsaith	323i E21 (baurTC-1) 1979		
Neil Kulpa	535i 1987		
Peter Myllynen	E30 1985		
James Balmer & Kathryn Sweeney	E46 325 2002		
Laurie Allan	LJ Torana 1972		
James & Ada Yun	E30 1988		
Cees Eldering & Angela Henderson	323 ci 1999		
Anne Marie Desai	3.0 cs 1972		
Seth Burbury & James Bennett	Alpina C2 2.7 cabrio 1988		
Jeff & Tim Garro			
David Gandolfo	E30 318i 1990		
Janis Messber	2002 1973		
Josh Barlowe	M745i E23 1985	735i E32 1988	
John Doria	Commadore SSV 2011		
Trevor Kulpa	540i 1997		
Xiaoying Ye and Zhiyi Zeng	X5 2003		
Douglas Studer	E36 M3 1996		
Steven & Paul Doria	Holden series 2 SV6 2011		
Daniel Strode	Pontiac GTO 1969		
Barrie Haywood	FJ Holden 1954		
Bruce Grinter	Range Rover 1998	Harley Davidson 1972	
Thomas Jaworski	E38 740il 1997,	E53 X5 4.8is 2005	E32 740i 1993
Ross Vaudeau	540 1995,	X5 2003	
Daniel Terrell-Phillips	E30 325i 1987		
Adam Kells	Triumph Herald 1960		
Paul Maclean	Holden HQ 1972		
Vincenzo Ambesi	Holden HJ		
Leigh Taylor			
Larry Tsornng	535i Gt 2013		
Bill Bardsley	840ci 1995		

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