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Index

<u>Committee Contact Details</u>	2
<u>Moonlighting in the 1980s</u>	2
<u>Portsea Cruise</u>	3
<u>Photos - BMW Bodyshop</u>	4
<u>The new 4 Series Convertible</u>	6-7
<u>Ohtooza</u>	8-9
<u>Are cars improving?</u>	10
<u>Member story: Nathan Martin</u>	14-15
<u>Photos - DECA Driver Training</u>	16
<u>Macedon Ranges Cruise</u>	18-19
<u>Clubsport Championship</u>	20-22
<u>Driver's Cup Results</u>	23
<u>Club Audit</u>	24
<u>BMWCCV Balance Sheet</u>	25
<u>BMWCCV Profit & Loss</u>	26-27
<u>Photos - Winton Driver Training</u>	29
<u>New Members</u>	30
<u>Club Services</u>	32

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- Driver: Sean Bell, proudly sponsored by Mornington BMW and Bell Motorsport.

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MEMBER STORY Moonlighting with the 1980s

As a child growing up in the 1980s, I used to pore over all the car magazines and religiously watch the Group A Tourers. Alan Moffat's RX7 and the Tom Walkinshaw Jaguars were stunning looking cars. Even Robbie Francevic's Volvo was interesting. However, it was Jim Richards' BMW 635 that really caught my eye.

Becoming an E24 owner happened in a very round-about way. As a youngster I was lucky enough to get a family hand-me-down Nissan NX: the two door targa top with a fantastic two litre twin cam four. It was a real, rorty revver and in summer the roof panels were rarely on the car.

However, it did feel like a bit of a 'hairstylist's car' and in my mid-thirties, I wanted something a little more serious. I started looking at its bigger sibling – the 300Z and I was really impressed with its lay-out and credentials. Unfortunately I didn't like all the doof-doof crew driving them with their large rear spoilers and rabbit warren exhausts.

So the search was on for a two door, six cylinder (non-turbo), rear wheel drive coupe and during my search, pictures in Unique Cars Magazine reminded me of the beautiful angles and the shark nose of the BMW 635. After looking at a few examples in the flesh, I realised I liked the chunkier mid 1980s body kit compared to the leaner looking '70s shape. I also wanted to avoid the heavier looking all-in-one bumpers on the later 1980s models.

A 1986 example in Sydney ticked all the boxes including a five speed (wide ratio) manual and I had the pleasure of getting to know the car driving back to Melbourne along the coast, stopping at Narooma along the way to stay with my Dad. Since then it has enjoyed some great road trips (Tasmania, Snowy Mountains, Barossa Valley, Sapphire Coast) where it averages 10 litres / 100km on the open road. I'm always quite impressed with this figure when compared to some modern day equivalents.

The car is in pretty good condition but there are a few areas that require some love – mainly the dash (of course!) and trying to get a good seal between the pillar-less windows and (new) door rubbers.

Michael Sinclair
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Top Marque 2

PORTSEA CRUISE

Cruise, Chocolate and Sunshine

A sunny but chilly morning made a great start to a club cruise around the Mornington Peninsula. A group of some 30 cars and 50 people met at BP on the Western Port Highway. After a short briefing and every car receiving their first card of five, in what would eventually become a full hand of poker, we set off. Despite a bit of confusion and not letting the leader lead, some cars made it to the first stop. This resulted in a second card for the poker hand.

As part of the cruise there was also an observation run, which included 8 questions and a bonus question. It was meant to keep any passengers on the cruise occupied and take in all of the beauty and detail of the Mornington Peninsula.

At this point I will offer an apology. I am also a member of the Melbourne Jeep Owners Club, and the motto of the club is "We Get 'em Dirty". This means lots of mud, lots of brown coverage of paint, wheels, engine bay etc. As part of the cruise for the BMW club I had included 1.8km of gravel road, as that provided a much better route in terms of scenery and driving. I just forgot that the approach to having a Jeep and having a shiny BMW is somewhat different for some people. Hence, there was a bit of a duck and dive for some drivers to avoid the light dust on their shiny paint finish. The next cruise I organise will exclude the rally stage.

We all eventually made it to the morning tea stop in Flinders and everyone enjoyed the amazing chocolate treats at MP Chocolates. Everyone received their third card and had a wander around in the cozy little sea-side town.

The town was founded in 1854 and today has a population of 860 (which increases dramatically on the weekend). One of the most prominent features is the 250m long pier going into Bass Strait, but as it is tricky to get a BMW on it, we skipped that part.

From Flinders we made our way to Arthur's Seat where finally some bonnets were opened either to stare at the magnificent engine bays, or to top up the older four-wheeled participants with a bit of fluids. Another card was handed out and the view of Port Phillip Bay as well as of 30 BMWs in the sunshine was taken in.

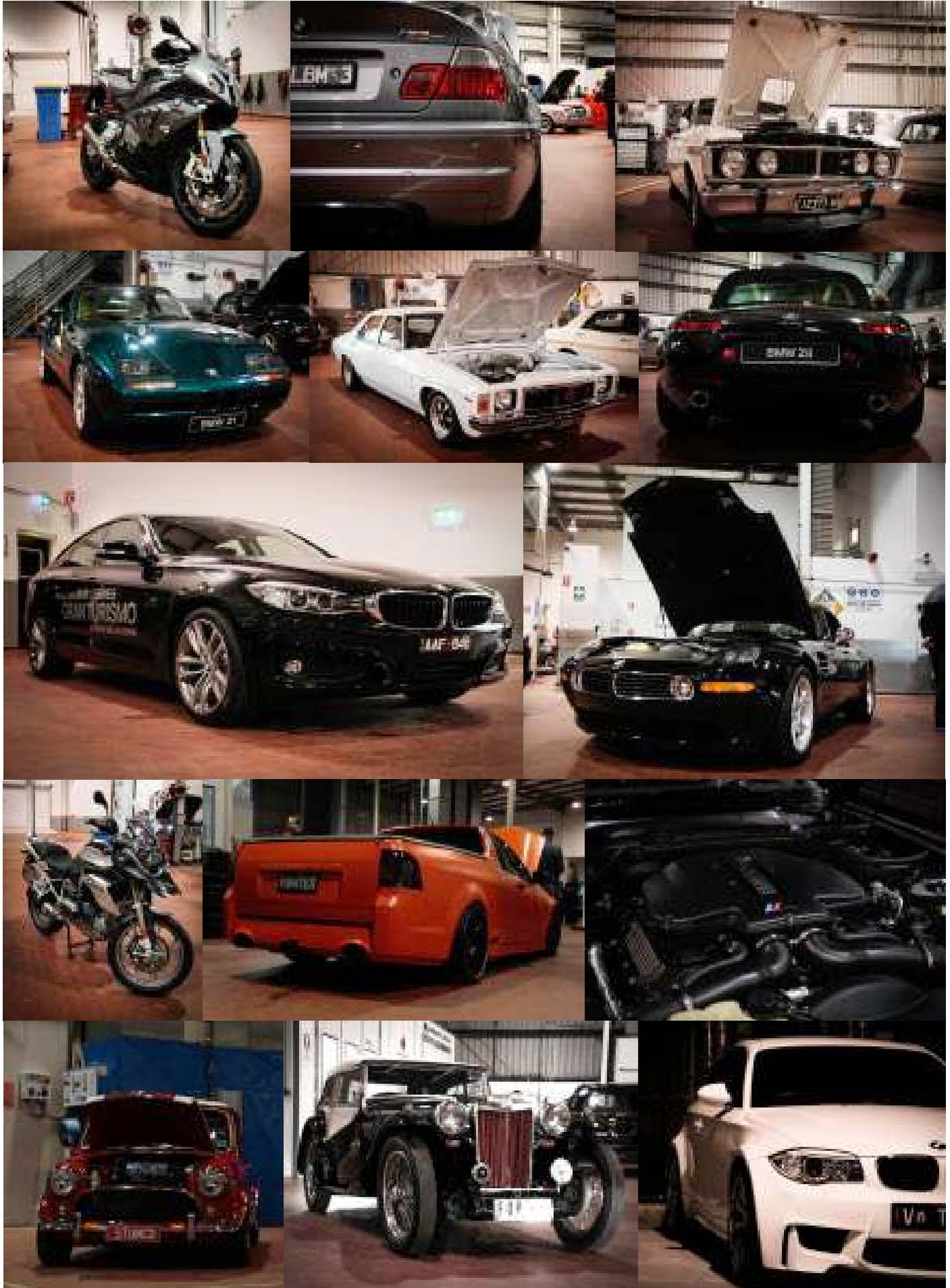
The last leg to Portsea Hotel for lunch took us along the beaches of the bay side of the peninsula and in a line of impressive motoring history we arrived at Portsea. The lunch was delicious if somewhat disorganised, and prizes of local wine were awarded for the correct answer of the observation run and the winning poker hand.

Now to plan the next cruise. Where to go, where to go...

Lars Klint



AUGUST MEETING AT THE BMW BODYSHOP



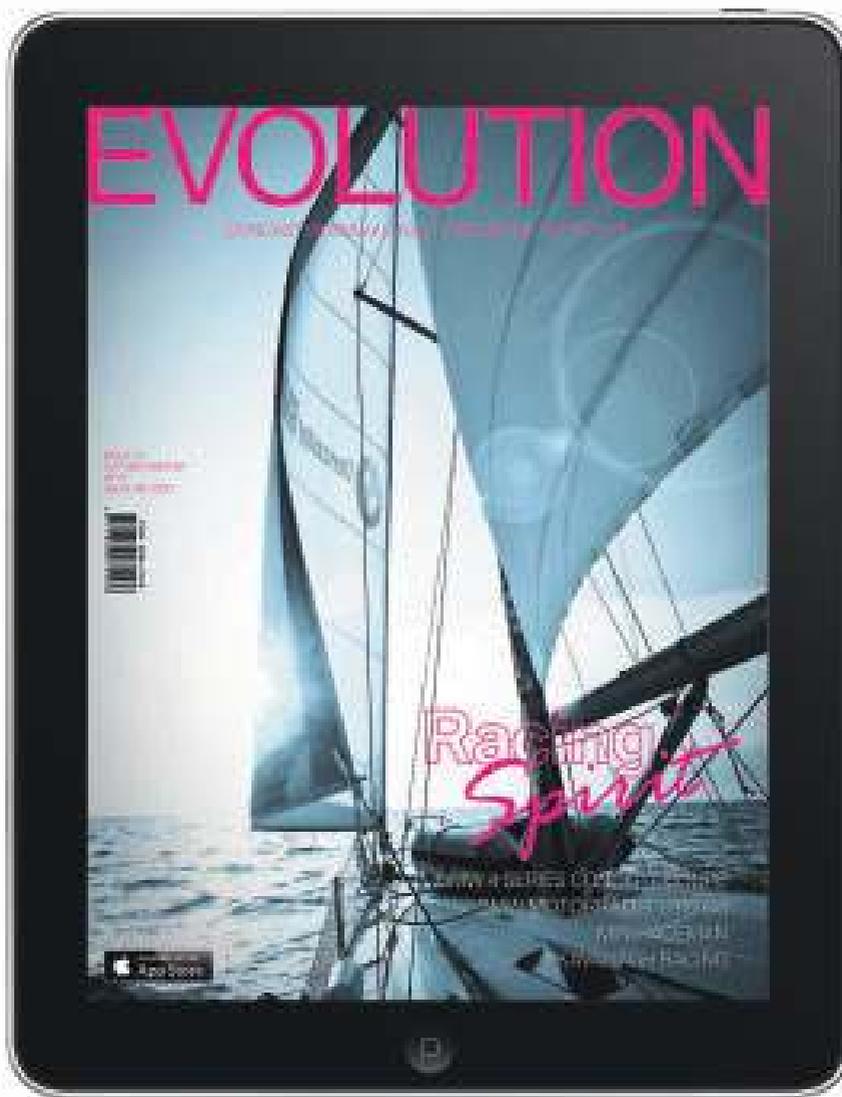
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THE NEW 4 SERIES CONVERTIBLE



The new BMW 4 Series Convertible heralds a new era in the premium mid-size range of open cars offered by BMW. The new design language introduced with the BMW 4 Series Coupe is even more evident in this second model of the series, enhancing the appearance of the BMW 4 Series Convertible while setting new standards in terms of dynamics, elegance and extraordinary driving pleasure – with the top up or down. In addition to having its own distinct design, the BMW 4 Series Convertible sets itself apart from its BMW 3 Series cousins through a number of distinguishing technical features.

The new BMW 4 Series Convertible is visibly larger in width, track and wheelbase than the BMW 3 Series Convertible. The vehicle's impeccable balance of proportions and characteristic flowing lines stem from the typical BMW short overhangs front and rear, the stretched bonnet and set-back passenger compartment. The striking BMW design features up front – such as the double-kidney grille, twin circular headlights and the large air intakes in the front apron – are keen to display this convertible's family ties with the BMW 3 Series.

However, the dynamic convictions of the BMW 4 Series Convertible are expressed by elements such as the so-called Air Breathers positioned rearward of the front wheel arches. Together with the Air Curtains, these elements reduce turbulence and aerodynamic drag at the front wheels. The markedly flat design of the boot area at the rear underlines the flowing harmony of the overall vehicle silhouette. Horizontal lines and muscular wheel arches combine to accentuate the car's wide track and rear-wheel drive concept.

Improved roof design and construction. Extra comfort. More functionality.

The design language of the new BMW 4 Series Convertible is reflected in the car's unmistakable and elegant silhouette with balanced proportions when the top is down, and in the sleek look of the roofline – without a B column – when the hardtop is closed. The three-piece retractable hardtop of the BMW 4 Series Convertible is distinguished by advanced soundproofing with its "noise-absorbing" headliner, ensuring quietness and genuine passenger comfort under all weather conditions – even in winter. The interior roof is fully lined and features lamps that add to the ambience expected of a premium sport coupe.

When the top is down and stored in the boot, the standard load and unload assistance function pivots the folded roof in the luggage compartment upwards to provide ample storage space and easy access. Thus even large and bulky items and luggage can be conveniently stowed when the top is down. The low and sporty seats ensure more headroom as well as added rear legroom in comparison to the predecessor model.

Individual equipment lines and exclusive details.

The interior of the BMW Series 4 Convertible presents a stylish fusion of sporty allure, elegance and exclusivity. All of the controls are arranged ergonomically around the driver to provide optimum access to all functions. The doors are designed so that all the lines converge towards the rear, and bright colour combinations featuring a two-tone effect for the door and side panels contribute in combination with the hardtop cover to the "boat deck" look. This wrap-around interior design provides for a seating ensemble that allows all passengers to share the open-sky driving experience. The design of the seats is new and includes integrated seatbelts. The seats are electrically adjustable as standard. If desired, the standard seats and the optional sport seats with recessed head restraints can be equipped with neck warmers for the driver and front passenger, an optional extra available for the first time.

When the top is down, the temperature setting is automatically controlled in relation to the outdoor temperature and the speed of the vehicle.

In addition to the standard model, three specially equipped lines and an M Sport package are also available. The Sport Line, Modern Line and Luxury Line versions can be selected to personalise the new convertible with special interior and exterior accents. The fine materials and meticulous craftsmanship underline the premium ambience of the BMW 4 Series Convertible.

Driving dynamics from the top drawer.

In addition to the enjoyment of the unrivalled open-air driving experience at the push of a button, the BMW 4 Series Convertible also impresses with exhilarating performance and sovereign handling. BMW engineers have succeeded in making key improvements in areas such as steering accuracy, precision and agility. Sophisticated chassis technology, torque-steer-free Electric Power Steering, 50:50 weight distribution, a programme of fine-tuning in the wind tunnel and a lightweight construction concept enabled them to build an unadulterated driving machine. The sporty look of the convertible is evident in the longer wheelbase, wider track and standard lower suspension when compared with its predecessor model. Among many factors, the extremely low centre of gravity also accounts for the remarkable performance and handling of the new BMW 4 Series Convertible.

Two petrol engines and one diesel available at model launch.

At model launch the BMW 4 Series Convertible can be delivered with an in-line six-cylinder petrol engine (BMW 435i Convertible), a four-cylinder petrol engine (BMW 428i Convertible) and a four-cylinder diesel (BMW 420d Convertible). These engines cover the performance range from 135 kW/184 hp to 225 kW/306 hp and feature the latest BMW TwinPower Turbo technology. These state-of-the-art engines imbue the BMW 4 Series Convertible with outstanding acceleration and elasticity while intelligently reducing fuel consumption in compliance with the EU6 standard.

Six-speed manual or eight-speed Sports automatic transmission.

The power from the engines is sent to the rear wheels via a six-speed manual gearbox as standard. BMW also offers all engine variants with an optional eight-speed Sports automatic transmission that allows the driver to change gears manually by using shift paddles on the steering wheel. Both transmissions are equipped as standard with the Auto Start Stop function.

BMW EfficientDynamics.

The sheer driving pleasure of the BMW 4 Series Convertible is accompanied by outstanding economy. The source of this low fuel consumption can be traced to BMW EfficientDynamics, with innovations that can be found throughout the new BMW 4 Series Convertible. In addition to the optimised fuel economy of the petrol and diesel engines, the intelligent lightweight construction concept and honed aerodynamics – headlined by the Air Curtains and Air Breathers – also help to maximise efficiency. Other features such as the Auto Start Stop function, Brake Energy Regeneration, the gear shift indicator, on-demand operation of ancillary units and the innovative Proactive Driving Assistant all do their part to ensure low fuel consumption and reduced emissions, without compromising driving performance. The ECO PRO mode can even lead to fuel savings of 20 per cent. In conjunction with the automatic transmission, the new convertible – like the BMW 4 Series Coupe – also features a coasting mode for the first time.

BMW ConnectedDrive.

BMW was early in recognising the significance of connecting the automobile with its environment through intelligent networking technologies and thus is able to offer unique mobility services and driver assistance systems. These innovations are available from the Connected Drive product range as standard or optional equipment for the BMW 4 Series Convertible and, for a limited time, some can even be ordered after the initial vehicle purchase. With these innovations, the new BMW 4 Series Convertible is setting standards in terms of safety, convenience and infotainment. Among the highlights are a new generation of the Navigation System Professional, the full-colour BMW Head-Up Display, Driving Assistant Plus, which warns the driver of a potential collision with a pedestrian, the intelligent, glare-free LED High Beam Assistant, Active Protection with Attentiveness Assistant and the latest development stage of the Active Cruise Control with Stop & Go function.

BMW PRESS CLUB



OHTOOZA

Yes Virginia, you can improve a 2002 - Fit power steering

Excuse the possible oblique reference, but if you like to find out to what it refers just Google Virginia- New York times, and you will find that it refers to a challenge of faith and belief.

This is where I started, a great believer in the BMW 2002 model and its predecessors, however as time moved on and auto engineering improved in some particular fields, I began to realise that the '02' was a bit on the heavy side as far as steering was concerned and started to work my way through a very interesting exercise which culminated in, yes, a greatly improved '02'.

The factory did list an 02 power steering option but I fear it may have only applied to LHD vehicles, you may wonder why this is so, just think of the greater amount of room on the left hand side of the engine bay for LHD, primarily brought about by the inclination of the motor, never the less I soldiered on.

My goal was to only use BMW parts and if this could not be applied I would design my own parts and pieces. I started with an E-Bay search for an E30 power steering system, not a lot around but ironically two came up in quick succession and the second one was only \$50. Not much to lose so I bought both. The first was a very neat little unit, the rack was my main concern as there was not much room in the 02 between the front of the bell housing and the sump. The second turned up and whilst I thought they were both E30 steering systems they were totally different in construction, size and appearance that it was not funny. A little time spent trying to find out what the one I preferred was appeared to be a unit from an E46. Adding to this problem was the part number on the preferred whilst on a BMW label just did not correspond to anything that I could find on any BMW associated website. That part of the project is ongoing.

Ok, moving on.. The first thing to consider is the fact that the E30 and to my knowledge all racks except the E21 were mounted in front of the front subframe and all steering components on the 02 is located behind the subframe, this may not at first appear to be a problem until one realises that if a rack designed to be mounted in front of the subframe is mounted behind the subframe the steering is reversed, ie, turn steering wheel clockwise and the car goes to the left, not an ideal situation and something I did not intend to train myself to become familiar with.

After some engineering design analysis I decided the optimum solution was a right angle drive gearbox adaption to the input to the power steering rack. If I located the rack behind the subframe and 'pointed the 'input' of the rack forward then fitted a right angle drive to the input of the rack, the input to the right angle drive gear box would be generally pointing in the direction of the steering column. As fortune favours the brave, when I had this all completed the input to the right angle drive gear box was in fact almost in line with the steering column line, more good luck than good management.



So, the steering rack appeared to be sorted, the next was the power steering pump, obviously I needed a drive of the motor which required a two groove drive pulley on the crankshaft. Making this was no real problem but for the fact that the two groove drive pulley on the crankshaft just interfered with the fan. Despite finessing of dimensions, the fan had to go. Solution, an electric fan, an E30 electric fan was sourced and trial fitting started, not a straight forward job but achieved without too much trauma.



The immediate ease to turn the steering wheel was quite amazing, only for the squelching of the tyres on the painted floor I would I really would have thought the system was not working, I have a fairly tortuous drive, from my back garage I have a 45 left, then a 45 right then a 60-75 left finishing with a 45 right. Any vehicle requires you to really know and pick your 'line' or you don't make it.

My 02 with the new steering system, powered or not was a complete disaster, I did suspect this might be the case when I did some early checks to compare the new and the old systems, the turning circle on my 02 had virtually been doubled and frankly quite useless in its current setup.

I had to reduce the turning circle, It was apparent that the power rack lacked the equivalent movement of the standard 02 steering box. The only solution was to reduce the length of the pitman arms.

The pitman arm is the arm fitted to the bottom of the front suspension Macpherson strut, (front shock absorber) to which the steering linkage be it a steering rack or whatever is attached. Reduce the length of this and you reduce the turning circle.

The pitman arm is a very critical component, and is designed and manufactured with due consideration, but simply this part breaks, you lose total control.

I established that the material of which the pitman was made was a very high strength alloy and whilst it could be welded it needed specialist welding, but as much as I tried no specialist would touch it as it was steering component and legally one is not permitted to weld steering components. So, the solution was to make a complete new pair from solid. This was a real task, if you know what a pitman on an 02 looks like and you have some appreciation of metal machining then you will appreciate the tool steel. After about a fortnight of preparation and machining I had



Despite the effort it was well worth it and I had the original turning circle or even slightly better on my 02.



A nice 300 mm. steering wheel complemented the power steering system beautifully. Those of you who may have read the last edition of unique cars magazine may have realised the tii on test there was my 02 and the power steering was certainly applauded by the writer.

It was a great project with great results, all the information is available to anyone who would like to know how it was exactly done, but please don't ask me to do it, I have moved onto an even more adventurous project which I hope and trust I will be able to report on at some time – but please don't hold your breath!

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ARE CARS IMPROVING?

1937 - BMW 327

The modern motor car has come a long way since the early days. Today they are more powerful, reliable, economical, faster, safer, effective at stopping, and more streamlined, but?

Something has changed, they have gone from being primarily designed for function, to being primarily designed for style. This happened in the 1960's to the Motorcycle when the Japanese first started building bikes; they had big mudguards, covered engines and couch like seats. Enthusiasts gradually lost interest in these "style bikes", and opted for the classic design which we see everywhere as the most desirable machines today.

Just for one minute think about the Motor Car of the late 1920's up to the mid 1930's and the BMW 327. It had a functional radiator with impressive surround outside, where it most efficiently cooled the engine without the need for powerful fans. It had a long bonnet often with mascot that was impressive to look across and that opened halfway around the engine for easy maintenance. On opening, the motor was something to be admired with every mechanical feature visible and accessible. Window frames were often solid brass with bright plated finish. The body was well off the ground for easy access to running gear without the use of a jack. A running board made entry effortless and could be used to tune the engine while being driven.

Mudguards were smooth inside so as not to trap mud in hidden pockets. The wheels were large to negotiate potholes or water on the road, with steel rims that if damaged could be beaten out and re-painted like new. Steel wheels or covers ensured that brake dust never dirtied the rims. The spare wheel was mounted outside for easy access in the case of a puncture. The rear often housed a small boot like today, but had a fold down rack that could accommodate a pickup from the boxstore without any mess. The scuttle usually had a opening flap or two that really ventilated the car without the need of fan assistance, and warmth from the engine/gearbox meant that rarely was a heater needed.

Now you probably think all this is old hat but some of these cars had innovations that you won't find today, like an under bonnet (or dashboard) visual oil level gauge and sump drain control. A centralised chassis lubricator. Large self wrapping rear brakes that the handbrake could easily lock without power assistance. An exhaust cut-out that could be opened in the country to reduce back pressure on the engine and make a lovely sound.

Centre locking Wheel nuts for quick wheel changing. An inbuilt air compressor for pumping up tyres. A large under bonnet toolbox for spares and maintenance equipment. A steering wheel with hand throttle and a crank handle for tuning and starting the engine with a low battery. Dashboard Oil pressure gauge and Voltmeter. Inbuilt jacking system. Bumper bars that could withstand a decent hit without collapsing in a crumpled heap. A windscreen that could be folded flat or louvered open for wind in the hair delight. Leg space with fold down tables in the rear compartment. Flat floors that could be lifted up for access to transmission parts.

We have gained a lot of style, but also lost a lot of function. Today cars have become more an appliance, like Refrigerators with Wheels, than the functional machines of those early days. As a result less owners know anything about what they drive, or attempt to remove the plastic cover over the engine for maintenance. If the early classic car design had modern reliability and safety, I think they would still be a desirable machine for enthusiasts today.

Image: BMW-327.jpg

<http://rankbmwcarpictures.blogspot.com.au/2009/10/1937-bmw-327-coupe-wallpapers.html>

Leighton West
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MEMBER STORY - NATHAN MARTIN

My venture into BMW started with a bang. Late last year I sent my VT Clubsport R8 in to have some work done, which I had bought in 2003. This car was daily shopping trolley until 2009. When our daughter was born I had to wrestle the keys off her as over the years the car had developed into a production race car with big HP and a parts list that was very impressive. Most cars vibrate the baby to sleep, this beast shook, which is not good for a new born. After a little negotiation with my wife I was given the green light to use the car for club days. Her first response was, "if you crash the car and it is on fire stay in it" (lucky the Clubsports come with their own fire extinguisher). As I like a challenge I was persistent, and she eventually came around. This was not the first time I had tried such a stunt.

I had previously tried the same with a genuine HQ Monaro, which had a full resto. During the HQ build I had told her that it was a very expensive standard resto, which was far from the case.

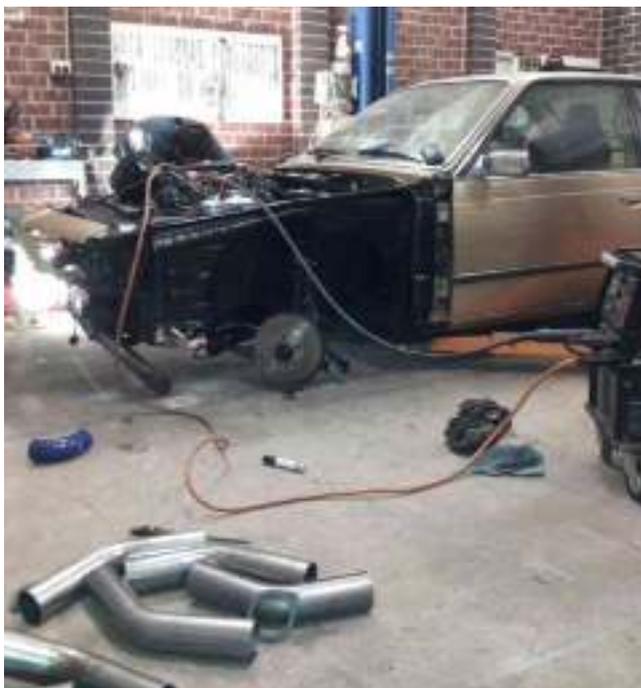
I sold the HQ when a guy offered me a big bag of money, which I was glad to see it go as it was like having cake and not being allowed to eat it (I loooove cake!). So after the approval from the war and finance minister I had sent the clubby to the workshop in preparation to do some sprints and hill climbs.

Unfortunately it never came home. A combination of rain, big HP and a driver who collided with the VT whilst in transit, resulted in the car being hit on the rear side and then being shunted into a bus stop. Thank god no one was hurt.

As this happened in the last week of the working year of 2012 and everyone thinking the world was going to end as they do on every project in the construction industry, it did not hit me until January in terms what had just transpired. According to my wife I had suddenly become intolerable.

She had consulted my mates Anthony and Joey Portelli who are also BMW club members (with turbo blue e36 beasts), and was advised that I needed a car ASAP. What good mates they are!

At the time I was not keen as it felt I had lost my soul. So over a breakfast counselling session, my wife encouraged me to get the car I all ways wanted, budget permitting. In return I had expressed that all I wanted was a unique car and non Holden that can be tracked and she somehow agreed.. See what happens when a grown man cries! So off I went back to the child in me and I came back with a 635 e24 in my head. This car was meant to be as on my way home from work the next day I saw the same car that gave me my memories in the BMW Melbourne window and this sealed it for me.



I decided to purchase the gold e24. It is a UK import and a genuine early 635 factory manual. The sixer was priced at the cheaper end, as it required a bit of TLC. With the intention to transform it into a racer I did not want to destroy a clean example. I initially took the sixer to my mate who had built my Clubsport and we soon found that there is a big difference between pre and post 82 and my one is a 78 (I'm such a BMW rookie).

The sixer was then placed in the non-Holden to hard basket and had become a talking point. Enter the brothers, Anthony and Joey, who were keen to get the sixer up and running, so we nussed a plan with my mate who built the clubby and we settled on a Targa set up as it could be used for cruise and track days.

I'm thinking happy wife, happy life as she loves the cruises.

So the sixer goes to Joey's house and then all hell breaks loose. The next day I learnt my sixer had its front and rear k frames out, with the engine bay and underneath back to bare metal. Totally ready to be painted for its new life full of late model bits.

A donor '88 735 had been purchased for its engine, but little did I know for what reason until later when I realized that every BMW that entered that garage had come out boosted. The sixer was about to cop boost, hence, the need for the 7 series engine as its more appealing. The sixer is full of the good stuff such as, Eibach, Bilstein, ATE, EBC greens, AC Schnitzer wheels, Turbonetics turbo etc.

Every moving component has been replaced and when I thought we were almost done, apparently I had purchased the Turbonetics turbo whilst looking at them on eBay whilst our wives were off doing zumba. We were meant to be looking after the kids. How does that happen ?

As this transpired at Anth's house I told him he needed to take one for the team and tell the finance minister we hadn't finished and needed more money as a turbo was on its way from the states. So more late nights passes and we realized we could make the cruise day that was held in August.

We drained the account the finance minister allowed us to use and on the Saturday before the cruise it was drivable. Happy days all round. We didn't tell my finance minister we aimed for the cruise to use the day as a shake down for the DECA day that was around the corner. That would have been speculative and dangerous which could have turned her from finance to war minister in a heartbeat.

On the Cruise our wife mafia decided that they needed coffee at the meeting point as everyone was leaving. This left us way behind which wasn't a bad thing. We toured some great roads coming out of corners with the boost on. This was a novelty for me, as I had never had a turbo before.

The fun soon stopped when the passenger to my left said if you keep doing that I will be sick, which prompted the rear junior passenger to pipe up highlighting the same with a little sound effect (anyone with kids will recognise the sound). Not wanting to do a pit stop at the car wash I lifted the right foot and continued at a more relaxed pace. We then had a fantastic lunch with a nice bunch of members.

Roll on DECA and the sixer went mad. The courses were all set for understeer and in my case highlighted some major problems. The Eibach Bilstein combo was off the shelf and we were using 24mm and 16mm for sway bars. On reflection of photos from the day it had shown the massive body roll it had encountered.

It didn't seem that bad inside the car. I took my photos to my mate and showed him and explain the package didn't work and he informed me that over powering the chassis with the hair dyer didn't help the cause and we needed to get the shocks on a dyno as the extra power from the turbo and grip from rear, the standard valving and travel could not cope.

So now the future plan is to organise valve, shocks and get custom made sway bars for it. The turbo is only at six pound with factory ECU and that is enough for now until I sort the chassis. A few more late nights it will be at a standard we can have fun with. This hobby is like the harbour bridge maintenance once you get to the end you start again.

Through this entire journey, one thing has stood out and that is friendship and I have great people around me. In joining the club we are making more friends. Without the help from my close mates and finance minister I would not be able to share this journey, thank you guys. So the next time you see my sixer come and say hello.



NATHAN MARTIN



DECA DRIVER TRAINING AUGUST 17



Photos by Jess of Imajess Photography

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MACEDON RANGES CRUISE AND LUNCH

Sunday, 27 July

THERE ARE SO MANY GOOD touring roads north and north west of Melbourne that the decision to run a luncheon cruise over some of them was given. Considering that many are in view of Melbourne Airport, most of our members wouldn't even know they were there, but for those of us living on this side of the city, well, they are practically in our back garden. The run was plotted on a sloppy Saturday afternoon some time back, the tulips and distances double checked and a flier prepared advertising the fact ... be at the Old Keilor Pub at 1030 ready to go. The pub itself is a landmark for this area of Melbourne and was commissioned in 1837, around the time of the great gold rush to Bendigo. It was (and probably still is!) a comfortable half day's walk from Melbourne for those on the way to the goldfields and provided a welcome watering hole for, no doubt, many thirsty hopefuls. The next town on the track to Bendigo is Digger's Rest which, ironically, was a full day's march and overnight stop, hence the name. The pub, alternately known as The Galway Arms or The Red Lion, is the oldest hotel in Victoria to hold a constant hotel license all of it under the same family patronage. Been to a track day at Calder? Stop off for an exceptional meal in the beautifully maintained old dining room, the experience is worth the short detour off the Calder Highway.

Initial setup on Sunday morning was to hang a conspicuous BMW flag at the entrance to one of the pub's carparks, and wait. In short order, cars started to arrive in models and colours. It was particularly pleasing to see many new and first time members arrive in some beautifully presented cars. E36 M3s were prevalent, but so were E34 5-Series, E24 6-Series, and Chevrolet Corvette which, according to the gossip of the day, would require the services of an in-flight refuel to ensure it got home! Seven litres of big block Chevy will do that to you.

Designated start time arrived with only one car as a no show. Route instructions were handed out along with the mandatory "this is not a race" speech and the first cars departed, at the exit to the car park, turn left, and on their way. The first "stage" was Arundel Road which winds from Keilor Village to the edge of Melbourne Airport through picturesque woods and market gardens. I wonder if we could get it closed for a day and conduct a sealed rally sprint, doubt it! Through the tangle that is now Melbourne Airport and out on the relatively open roads leading away from Melbourne, through Oakland Junction and out on to Wildwood Road which swoops and loops through valleys, one way bridges and wooded areas to eventually arrive at Sunbury-Lancefield Road.

Left through more swoopy roads and into the foothills of the Macedon Ranges, home to very exclusive horse studs bordered by almost tropical rain forest, through the thriving town of Romsey to the coffee stop in the main street at Lancefield. The assembled BMWs (and Corvette) attracted the attention of the local populace and where the run was joined by two more member cars, one of them an original Holden Torana Hatch which was replacing a recalcitrant E30 323i JPS. Most drivers were quite happy with the route to date, although some didn't bother to follow the plot which, to my mind, defeats the purpose, but ...

Away from Lancefield and right turn into an area known as The Granite Hills ... again, winding and swoopy roads through hilly forests punctuated with ... granite! Huge outcrops dot the landscape for miles around and also foster a very unique wine growing region of cool climate red wines, Knight's and Heathcote are two well-known varieties, and like the Old Keilor Pub, worth a try. This stage looped through the town of Pyalong on the Northern Highway before heading back to Lancefield-Tooborac Road and the ultimate end of the run, the Tooborac Hotel.

The kindly BMW-owning host (he has an E46 M3 so he's OK, he sold his E9 3.0 CSi!) welcomed the assembled 47 drivers and crews to a dedicated room in the beautiful old bluestone pub which dates back into the 1850s and was again a staging post on the way north to Echuca. A special Club menu was available, as was the standard a la carte offering and numerous samplings from the pub's boutique brewery were seen to be enjoyed. And, once again, some had decided not to follow the plot and drove straight to the pub. They missed the good bits!

Thank you to everyone who joined in. The new members were very appreciative of the run and feeling of BMW Club fellowship. No-one seemed to be in too much of a hurry to head home. Car of the Day Award went to the Corvette which had to return home to Lilydale. The bottle of sparkling might have been needed to top it up on the way! The Middle Eastern oil-producing states must love cars like this!

- Stewart and Evelyn Garmey



Top Marque 18



BMWCCV Clubsport Championship 2013

After Round 4

Class Results

BMW Standard Under 2.0 litre

Class A

Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Points	Class Rank
							0	1

BMW Standard 2.0 to 3.0 litre

Class C

Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Points	Class Rank
James Allen	E36 325i	8		8			8	1

BMW Modified Under 2.0 litre

Class B

Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Points	Class Rank
Rod Smith	E30 320i	8	8	8	8		32	1
James Smith	E30 320i			9	9		18	2

BMW Modified 2.0 to 3.0 litre

Class D

Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Points	Class Rank
Brian Cooper	E36 325i	9		8	8		25	1
David Mackrell	E30 325i	8	8				16	2

BMW Standard Over 3.0 Litre

Class E

Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Points	Class Rank
Jeremy Fredersdorff	BMW 135i	10					10	1
Trent Mc parland	E34 540i	9					9	2
Neil Kulpa	E28 535i	8					8	3
Morgan Wu	BMW 335i		8				8	3
Daniel Bey	E28 535i	7					7	5

BMW Modified Over 3.0 Litre

Class F

Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Points	Class Rank
Jeff Murdoch	BMW 135i	8			8		16	1
Peter Fitzgerald	BMW 135i	10					10	2
Christian Fitzgerald	BMW 135i	9					9	3
Warren Kulpa	BMW M535i	7					7	4
Trevor Kulpa	E39 540i	6					6	5

BMW Standard M

Class G

Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Points	Class Rank
Bruce Corrin	M3	8					8	1
Peter Knight	E30 M3				8		8	1

Top Marque 20

BMWCCV Clubsport Championship 2013

After Round 4 Class Results

BMW Modified M

Class H

Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Points	Class Rank
Andrew Hall	E92 M3	9		9			18	1
Sally-Anne Hains	E46 M3 CSL		9	8			17	2
David Carver	E36 M3	8	8				16	3
Peter Fitzgerald	E92 M3	10					10	4

BMW Racing Class Under 3 litre

Class I

Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Points	Class Rank
Jessica Bell	E30R	3	8	5	8		24	1
Brian Bourke	E30R	8		9			17	2
Graeme Bell	E30R	9		7			16	3
Sean Bell	E30R	6		10			16	3
Simon Lyne	E30R	10					10	5
Stan Karatzis	E30RM		9				9	6
Geoff Bowles	E30R			8			8	7
Loughlin Curren	E30R	7					7	8
Chris Bell	E30R			6			6	9
Luke Curran	E30R	5					5	10
David Lumb	E30R	4					4	11
David Carver	E30R			4			4	11
Laura Pendlebury	E30R	2					2	13

BMW Racing M & Over 3 litre Racing / Forced Induction

Class J

Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Points	Class Rank
Phil Logan	E36 M3	9	8				17	1
Tristin Bergman	E28 535it	10					10	2
Sam Markov	E36 M3			9			9	3
Andrew Brien	E36 325is/c	8					8	4
Laurie Weston	E36 M3			8			8	4
Simon Lattimer	E30 M3				8		8	4
Keith Olsen	E36 325is/c	7					7	7

BMW Female Drivers

Class J

Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Points	Class Rank
Jess Bell	E30R	3	8	5	8		24	1
Sally-Anne Hains	E46 M3 CSL		9	8			17	2
Laura Pendlebury	E30R	2					2	3

Class G

Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Points	Class Rank
Bruce Corrin	M3	8					8	1
Peter Knight	E30 M3				8		8	1

BMWCCV Clubsport Championship 2013

After Round 4 Overall Results

Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Points	Overall Rank
Rod Smith	E30 320i	8	8	8	8		32	1
Brian Cooper	E36 325i	9		8	8		25	2
Jessica Bell	E30R	3	8	5	8		24	3
James Smith	E30 320i			9	9		18	4
Andrew Hall	E92 M3	9		9			18	4
Sally-Anne Hains	E46 M3 CSL		9	8			17	6
Brian Bourke	E30R	8		9			17	6
Phil Logan	E36 M3	9	8				17	6
David Mackrell	E30 325i	8	8				16	9
Jeff Murdoch	BMW 135i	8			8		16	9
David Carver	E36 M3	8	8				16	9
Graeme Bell	E30R	9		7			16	9
Sean Bell	E30R	6		10			16	9
Jeremy Fredersdorff	BMW 135i	10					10	14
Peter Fitzgerald	BMW 135i	10					10	14
Peter Fitzgerald	E92 M3	10					10	14
Simon Lyne	E30R	10					10	14
Tristin Bergman	E28 535it	10					10	14
Sam Markov	E36 M3			9			9	19
Trent Mc parland	E34 540i	9					9	19
Christian Fitzgerald	BMW 135i	9					9	19
Stan Karatzis	E30RM		9				9	19
Geoff Bowles	E30R			8			8	23
James Allen	E36 325i	8		8			8	23
Andrew Brien	E36 325is/c	8					8	23
Laurie Weston	E36 M3			8			8	23
Simon Lattimer	E30 M3				8		8	23
Neil Kulpa	E28 535i	8					8	23
Morgan Wu	BMW 335i		8				8	23
Bruce Corrin	M3	8					8	23
Peter Knight	E30 M3				8		8	23
Daniel Bey	E28 535i	7					7	32
Warren Kulpa	BMW M535i	7					7	32
Loughlin Curren	E30R	7					7	32
Keith Olsen	E36 325is/c	7					7	32
Chris Bell	E30R			6			6	36
Trevor Kulpa	E39 540i	6					6	36
Luke Curran	E30R	5					5	38
David Lumb	E30R	4					4	39
David Carver	E30R			4			4	39
Laura Pendlebury	E30R	2					2	41

BMW DRIVERS CUP

Round 5 - Sandown - 20 & 21 July, 2013

	Car #	Qualifying Position	Qualifying Time
Alan Saint	25	2	1:51.1447
David Levy	77	7	1:57.8286
Michael Stillwell	6	3	1:51.3569
Anthony D'Anna	45	1	1:49.9745
Brian Bourke	27	4	1:51.6833
John Angiolella	64	5	1:56.0089
Aneeta Abzatz	66	8	2:00.0151
Gary Pearce	50	6	1:57.5675

	Car #	Race 1 Position	Points	Race 2 Position	Points	Race 4 Position	Points	Best Lap Time	Total Race Points	Round Points	Round Position
Alan Saint	25	1	25	1	25	4	18	1:29.3981	68	25	1
David Levy	77	4	18	2	22	1	25	1:29.1221	65	22	2
Michael Stillwell	6	2	22	3	20	2	22	1:29.7524	64	20	3
Anthony D'Anna	45	7	14	4	18	3	20	1:29.0312	52	18	4
Brian Bourke	27	3	20	6	15	6	15	1:29.6770	50	16	5
John Angiolella	64	5	16	5	16	5	16	1:29.8229	48	15	6
Aneeta Abzatz	66	8	13	7	14	7	14	1:31.4093	41	14	7
Gary Pearce	50	6	15	DNS	0	DNS	0	2:01.3436	15	13	8

Audi's	Car #	Qualifying Position	Qualifying Time
Wayne Dekker	2	2	1:56.2953
Adrian Taranto	38	1	1:48.9391

Audi's	Car #	Race 1 Position	Points	Race 2 Position	Points	Race 4 Position	Points	Best Lap Time	Total Race Points	Round Points	Round Position
Wayne Dekker	2	2	22	1	25	1	25	1:32.5603	72	25	1
Adrian Taranto	38	1	25	DNS	0	DNS	0	1:51.0484	25	22	2

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 2013. 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 2013 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

Dated this 30th day of August, 2013

7:48 PM
24/08/13
Accrual Basis

BMW Car Club of Victoria Inc.
Balance Sheet
As of June 30, 2013
Jun 30, 13

ASSETS

Current Assets

Chequing/Savings

BMWCCV Term Deposit	55,773.50
Westpac Andrew Gordon Bequest	7,421.15
Westpac Cheque Acc 033132 21926	12,205.14
Westpac Savings 033132 219398	24,985.83

Total Chequing/Savings 100,385.62

Accounts Receivable

Accounts Receivable	-270.00
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Total Accounts Receivable -270.00

Other Current Assets

Cash Advances	470.00
Merchandise Stock	1,000.00

Total Other Current Assets 1,470.00

Total Current Assets 101,585.62

Fixed Assets

Motorsport Equipment

Motor Sport Assets	8,315.00
Motor Sport Depreciation	-8,011.20

Total Motorsport Equipment 303.80

Plant & Equipment

P & E Assets	15,184.74
P & E Depreciation	-10,432.21

Total Plant & Equipment 4,752.53

Total Fixed Assets 5,056.33

TOTAL ASSETS 106,641.95

LIABILITIES

Current Liabilities

Accounts Payable

Accounts Payable	-66.00
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Total Accounts Payable -66.00

Total Current Liabilities -66.00

TOTAL LIABILITIES -66.00

NET ASSETS 106,707.95

EQUITY

Member's Funds 56,526.31

Retained Earnings 67,364.10

Net Income	-17,182.46
------------	------------

TOTAL EQUITY 106,707.95

BMW Car Club of Victoria Inc.
Profit & Loss
July 2012 through June 2013

	<u>Jul '12 - Jun 13</u>
Ordinary Income/Expense	
Income	
Bank Interest	
Westpac Cheque Interest	35.84
Westpac Savings Interest	527.56
Total Bank Interest	<u>563.40</u>
Driver Training Income	12,767.70
Events Income	54,618.33
Interest Income	216.72
Magazine Income	18,485.00
Membership Fees	37,923.00
Merchandising Income	705.00
Miscellaneous Income	1,244.00
Motorsport Income	16,088.00
Raffles	486.20
Web Advertising Income	44.00
Total Income	<u>143,141.35</u>
Cost of Goods Sold	
Driver Training Track & other	2,650.00
Events Expense	2,971.30
Merchandising	1,382.56
Motorsport - Track & other	21,907.50
Total COGS	<u>28,911.36</u>
Gross Profit	114,229.99
Expense	
Administration & Audit	
Tax and Audit Fees	2,024.00
Total Administration & Audit	<u>2,024.00</u>
Affiliation Fees	227.00
Bank Charges	
Government Duty and Tax	111.34
Bank Charges - Other	584.73
Total Bank Charges	<u>696.07</u>
BMW Clubs Aust Conference	57,795.67
Club Equipment	3,687.50
Committee Expenses	
Monthly Meeting expenses	742.70
Committee Expenses - Other	1,602.75
Total Committee Expenses	<u>2,345.45</u>
Credit Card Fees	38.71
Driver Training Expenses	8,130.00
Events Expenses	19,041.39
General Expenses	46.50
Guest Speaker	122.00
Insurance	769.00
IT	
Web, Forum & Hosting Expenses	3,760.68
Total IT	<u>3,760.68</u>

BMW Car Club of Victoria Inc.
Profit & Loss
July 2012 through June 2013

	<u>Jul '12 - Jun 13</u>
Magazine Expenses	
Office Equipment	180.00
Postage	559.45
Printing	8,950.00
Magazine Expenses - Other	5,661.10
Total Magazine Expenses	<u>15,350.55</u>
Member Refund	350.00
Membership Exp-monthly meeting	1,000.00
Membership Expenses	
Annual Fees	472.00
Membership Expenses - Other	1,701.56
Office Supplies	1,480.84
Postage and Stamps	1,876.06
Membership Expenses - Other	5,887.69
Total Membership Expenses	<u>11,418.15</u>
Membership Expenses Drive Day	1,984.15
Photography Expenses	300.00
Postage	786.33
Raffle Prizes	301.05
Reversal credit card	105.00
Treasurer's Expenses	
Stationary	6.95
Treasurer's Expenses - Other	620.30
Total Treasurer's Expenses	<u>627.25</u>
Trophies	506.00
Total Expense	<u>131,412.45</u>
Net Ordinary Income	<u>-17,182.46</u>
Net Income	<u><u>-17,182.46</u></u>



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AUDITOR'S INDEPENDENCE DECLARATION

To BMW Car Club of Victoria

As lead auditor for the audit of BMW Car Club of Victoria for the year ended 30 June, 2013, I declare that, to the best of my knowledge and belief, there have been:

- (i) No contraventions of the independence requirements of the Corporations Act 2001 in relation to the audit, and
- (ii) No contraventions of any applicable code of professional conduct in relation to the audit.



DONALD K ALKEMADE
Registered Auditor 8040
ALKEMADE & ASSOCIATES PTY LTD
30th day of August 2013

EISENMANN EXHAUST SYSTEMS

Eisenmann Australia is the proud distributor of Eisenmann Exhaust systems in Australia and New Zealand. We are powered and proudly partnered by SouthernBM, Australia's premier independent BMW specialists.

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Please take the time to look over our website www.eisenmann.com.au

For more information or call SouthernBM (03)9555-4049

WINTON DRIVER TRAINING SEPTEMBER 14



Photos by Jess of Imajess Photography

WELCOME ALL NEW MEMBERS

Adrian Bertoli & Anita Mikedis	2002	1974
Matt Brown	E34 515i	1988
Jamie Wickham		
Jess Ribeiro & Alexis Smart	318i	1985
Andrew Iles	335	2007
Alexander Pulitano	1 series M coupe	2011
Todd Rowson	1M coupe	2012
Phil Kirkham		
Kelly Russell	633csi	1977
Darren Higgins		
Phillip Digiouini	735i	1986
Ian Cregan	E28 535i	1986
Oliver Leonard	Mazda 121	1988
Dean Wishart	E30 Baur	1985
Michael Hack	E30 325i touring	1988
Ly Luy	Holden VL	1987
Luke Mimmo	Holden Torana	1975
Gasnik Manukyan & David Sarkisian	M3	2003
Tomislav Mikulic	Ford Falcon XD	
Brett Murray & Netta Ferlazzo	320d	2010
David Sannipoli	Mercedes	1975
Rodney King	Pontiac Parisienne	1964
Jacob Lamb	Toyota Celica TA23	1976
Dean Boyd		
Cheryl McGaffin	MGB	1966
Dean & Mitchell Kennedy	320D	2006
Taylor & Ming Zhou	2002	1974
Baden Jones	E30 325is	1989
Nathan Martin	635csi	1978
Brendan & Rossana Espagne	M5	1992
Andrew Cross	E46 M3	2004
Robert Weston	Fairlane	1977
Brent May	2002	1973
John Duignan	Cadillac El Dorado	1973
Giulio Marsili	M3 coupe LCI	2013
Ian Fleming	M3	2013
Sam Towan	M3	2013
Dr Michael Franco	1 series M coupe	
Sal Austin	M135i	2013
Ashu Nath	E39 M5	
Michelle and Bob Wilson	1983 Bauer	
Ryan Lynn	X3 x drive 20d	2012
Aaron Glinatsis & Lisa-Maree Bonnici	E39 M5 1999	E46 330ci 2001
David McMaster & Elena Dewar	2002 1973	3.0CSI 1973
Ryan Dalton	318i 2003	323i 1983
Paul O'Donnell	E30 325i 1988	E30 325is 1988
Matthew & Kieran Glass	E30 318 is 1991	2002 1969



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BMW MELBOURNE KINGSWAY
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Tel: 8699 2888
Contact: George Stavris
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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:
Tony White (New & Used Cars)
Gilbert Nayna (Service). Special price on parts

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181 Tyabb Road, MORNINGTON 3931
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Contact: Adam Rowell (New and used cars)
Sean Bell (Service & Parts). Trade prices on parts
www.morningtonbmw.com.au

BIB STILLWELL BMW – Oakleigh
Huntingdale & Dandenong Roads, Oakleigh
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WENDOUREE 3355
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Tim Britt (Sales) Craig Hancock (Service & spare parts) Trade prices on parts.

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