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Cover Image taken by member David Melvin at Dinner Plain on the High Country Tour.

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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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FROM THE EDITOR

I was sitting here thinking to myself what to include in this issue and I thought maybe it was my turn to write a little something so you all can get to know me too. Although many in the club have seen me grow up!

It all started for me what seems like forever ago now. I remember as a child when Dad bought his first E30. I didn't even know what a BMW was! I just remember this boxy looking thing that I ended up loving to bits. The only time I think I have ever loved sheep skin seat covers, especially when I was sitting in the back drawing in them whenever Dad had to drive us on the long trips back and forth from Mum's house.

It didn't feel like long when Dad had sold his first E30 and began to build his E30 race car, and along came the motorsport scene into my life.

MOTORSPORT

In the beginning, I hated it. It was the one thing that always seemed to get in the way of me seeing my Dad! But then the Dutton Rally's turned into race meeting and endurance races like the Winton 6hr and I loved the idea of being part of a team.

When we were at the track, Dad's way of keeping me preoccupied was giving me a camera, which then turned into my love and passion for motorsport photography.

I learnt to drive at Winton and DECA BMWCCV driver training days in our Turbo and Supercharged E30's.

I will never forget the first place I drove on my Learner's. We were up at Bathurst for the Easter Festival of Sporting Cars, after a wet but amazing weekend, I got the chance to drive around the famous mountain following my brother, Chris, who was also on his Learner's. We of course weren't going as fast as we could but what a rush it was!

I have also watched my brother Sean build his race car and compete for several years in the E30 Racing Driver's Cup and in more recent years, my other brother Chris too



doing rounds here and there in Dad's E30, which has basically become Chris' now.

Every time Dad, Sean and Chris hit the track, I think I get more nervous than they do watching them out there! I get so jittery and so proud. I have a smile from ear to ear every time.

We've had so many successful times as a team, especially in the Winton 6hr Relay, which after being in the top 5 more years than I can count in a row, we finally won a couple years ago. Hopefully in 2014 there will be a team Bell for everyone to watch out for!

My most proud moment yet would have to be in November this year at Winton. Sean and Chris were racing in the E30's and each time they went out Dad would say over the radio 'now play nice boys'. In race 2 Chris and Sean ended up finishing first and second. Seeing them finish one after the other brought the biggest smile to my face and a tear or two to my eye.



I then luckily got to watch from the starters box the beginning of the next race with them both on the front row of the grid (the upside of being a photographer!). I couldn't have been a prouder sister!

Since I fell in love with the motorsport scene, it has been my dream to race alongside my brothers and my Dad and in my first ever race have them all on the grid alongside me.

THE CAR CLUB

For more than 10 years now I have been involved in the BMWCCV. Dad has been on the committee as the Motorsport Captain for longer than I can remember with my brothers and I always on hand to help out.

During the past 18 months or so I have been helping Dad behind the scenes with all the running about, administration and preparation for the sprint and driver training days.

Earlier this year Dad and Jenna came to me and asked if I would be interested in taking over the position of Editor on the Committee. Straight away I jumped at the chance, not completely sure of what I was getting myself into but thinking 'Why not! How hard could it be!?'

The moment I knew I had definitely made the right decision was after Phil had brought up the opportunity for us to run a charity ride day for disadvantaged children in conjunction with the Salvos. As soon as I heard about it, I had to be a part of it.

Coming up to this day, I had my reservations about whether we were going to be able to pull it off, but I knew we had more than enough help. When the day finally came I could have been more proud to be a part of the BMWCCV.

I have never seen such huge smiles from both drivers and passengers! I came away from Sandown that day with the most incredible feeling knowing that we were able to do something that felt so little to us, but was so huge to someone else.

After a day that went off without a problem, I had numerous people in tears telling me how grateful they were for what we had done. I must say a huge, huge thank you to those that were able to come along, donate their time and make something special for people who deserve it.

After growing up with little, this day I hold close to my heart.

MY PASSION

I am 21 years old and I refuse to be labeled a "hoon". I am incredibly passionate about cars. Especially my BMW's. E30's in particular.

I spend the majority of my weekends at motorsport events including circuit racing, drifting, car club events, sprint days and events such as Top Gear, Formula Drift Australia, and World Time Attack Challenge. There isn't many weekends I spend at home!

After competing my first year in 2013 in the BMWCCV Sprint Championship and doing better than I think we all thought I would, Dad decided it was time that we built my own race car. Something I have wanted to do for years, but I knew Dad would tell me when he thought I was ready. Hopefully we will be able to get the majority of it done over the summer break and I'll be able to get on the grid in 2014 at some point!

Aside from my race car, I also have 2 other E30's, both 1998 325i's. One a sedan, and the other, my absolute dream car, my E30 Touring that I managed to acquire earlier this year. From the moment I saw it, I was in love! What a car! I love its rarity.



We seem to have grown quite the collection! I'm not sure there isn't an e30 we haven't owned, from my Touring, to Dad's turbo and supercharged e30's, to the M3's.. We even have an E30 ute. You could say we're E30 crazy!

Thank you for taking the time to read a little something about me. I look forward to taking the time to hear and get to know more about every one of you. Next issue, it's your turn!

Jess Bell.



Waverley 4-Series Display

IT HAS BEEN SAID that the E92 Coupe is one of the finest BMWs to be built. I have the pleasure of owing one, a Space Gray Metallic E92 325i and of the 12 BMWs I have owned (and some of which I still own) this one has to be a stand out. Its sweet six-cylinder engine, sublime balance and road manners, not to mention its extreme good looks, has endeared it to me and I can't see it as anything else other than a "keeper".

There is no doubt it doesn't have the sheer power of my much-missed E34 540i or the rarity of my E28 M5 and of course it is generations on from my 2002tii, but the coupe genes are there. I've owned E21 323i JPS and E30 323i coupes in the past, and the lineage is undeniable. BMW does two doors very, very well, witness the gorgeous E9 and E24 coupes of days gone by and the E92 is a fine member of this illustrious family. And then they go and enhance it all by releasing the new 4-Series.

The first one I spied was actually in Melbourne, again, Space Gray Metallic, just like my E92, and it must have been a pre-release model. It didn't stand out and I doubt a casual onlooker would even have recognized it for what it was. The next one I saw was in Slovenia at the Akroprovic performance exhaust factory where a 335i was having a high-output custom system fitted to it. Again, Space Gray Metallic (it really does suit the shape) and this one was sitting still so I could have a good look at it. I'm impressed ...



The October monthly meeting was held at the new Waverley BMW dealership and it was there that I met Declan Swift, After Sales Manager. In talking with Declan, he wasn't aware of the heritage cars we have access to and it was the next day that I received an email from Declan ... "can you get me a lineup of cars for the 4-series launch?" followed by a list ... 2002, E9, E21, E30, E36, E46 "we've got an E92"! Calling on my Club contacts, we soon had most of the cars Declan required but finding a really nice E30 now is becoming harder and harder. Fortunately President Jenna was able to source one for me and the lineup was complete ...

Doug Read	1971 2002
Bill Cutler	1972 E9 3.0CSI
Chris Shaw	1977 E21 320i Alpina
Simon Renn	1988 E30 M3
Rodney Bateman	1996 E36 325i
Chris Shaw	2004 E46 330Ci

Declan wanted to do a heritage lineup showing the two-door influence leading up to the new 4-Series (F32) and the parentage of this list is undeniable ... all very nice two door models. Looking along the line it is very easy to see how the model has grown from the relative (almost) delicacy of the 2002 through to the quite large new car. And it is a big car, almost I would suggest as large as the previous 5-Series.

The styling is sensuous, smooth flowing lines that flare out and lift at the rare, not all that dissimilar to the outgoing E92. The interior treatment is nicely restrained and road reports I have read are very complimentary to the car's performance and road manners. One even suggested that BMW had finally got itself back on track after some questionable GT and crossover styling exercises. I don't disagree.

Engines are all turbo inducted now, with the strong 2.0-litre turbo powering the 320 and 328 versions and BMW's sublime twin turbo six in the manic 335i. Pricing isn't as frightening as one would expect and the new car represents, I believe, very good value considering how much car there is and I would anticipate strong market demand away from the "other" two German marques who also offer stylish two-door cars.

The Z4 is marketed in Asia as a "Z Sport" because of the cultural significance of the number "four", I wonder how this new one will go?

The display cars were delivered to Waverley by their owners in time for them to be presented in a long line facing the new 4-Series in the M area of the dealership. Going with the Spring Racing Carnival theme, the area was presented with lawn, flowers and trees which really did set the cars off very well. I dropped by on Saturday morning to see the result and it was pleasing to see a number of people taking photos of the cars, it is not often that such a range is seen and is so accessible.

It is very important that we support the dealerships in this type of request and it was a pleasure working with Declan in putting all this together. Declan was overwhelmed by the preparation and presentation of the cars, a credit to every one of their owners, twice in Chris' case! Waverley provided each of the owners with a new loaner for the weekend as a thank you and I know that gesture was hugely appreciated. Declan's comment was "I have to get myself a heritage car!"

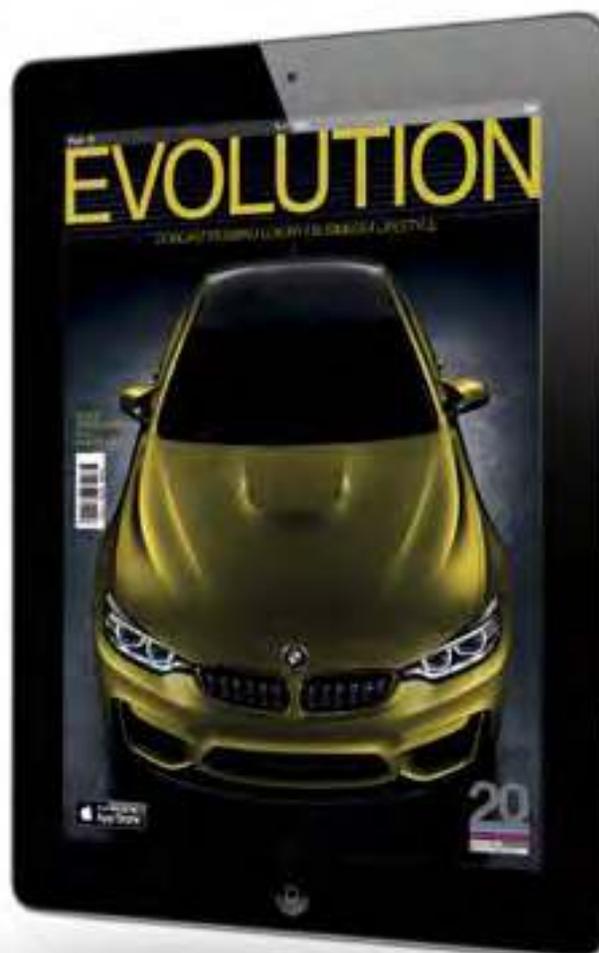
But back to the 4-Series ... would I? No doubt about it! One of the best looking coupes I have seen, balanced, stylish and very desirable, in fact, the object of my desire! Declan has promised me one once some have been registered and that is something I am looking forward to. A road report has to follow!

To all our members who so kindly loaned their cars to Waverley BMW, a huge thank you and I trust you enjoyed your weekend's driving in your respective cars' spiritual successor.

It takes more than the standard kidney grille design and Hofmeister kink in the c-pillar to define BMW's DNA and I am sure Doug's 2002 would give a nod of recognition to the new 4-Series.

-Stewart Garney.





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HIGH COUNTRY TOUR

Day 1

- Val Smith

Up early Saturday morning to meet at Officer were we received our BMW bags with samples, a booklet with directions and a BMW picnic bag thanks to Mornington BMW.

It was really great to see new faces, young ones and some "old" familiar ones.

We head down the freeway to stop at Yarragon for morning tea.

Then drove thru some beautiful country via Maffra to Paynesville for Lunch by the water, weather was beautiful.

Then headed of to Omeo, with the twisting roads, beautiful scenery, fantastic weather, roof down, magic time was had by all.

Arrived at our accommodation, a beautiful cabin which we had 3 couples in ours, big open fire we lit the next night.

Our meal out was at Peppers Graze Resturant at Rundells Alpine Lodge, again a first class meal, great company and conversation and a few wines.

We were of to a great start to our 4 day tour.



Day 2

- Wendy Eime

Breakfast was at High Plains Lodge which everybody thoroughly enjoyed. Tony's lovely Z3M Coupe needed a new battery and even though it actually started he decided to leave it there for the day and travel with Jamie.

We left Dinner Plain at 9.30am and headed back to Omeo for a quiet Sunday drive through beautiful countryside with quite a few corners – exhilarating driving although not so good as a passenger.

Quick stop to look at Mount Kosciusko was a little bit cloudy and misty.

We stopped at Omeo for petrol/driver swap and visited the Bakery to collect morning tea.

We then made our way (you guessed it – more corners) to Anglers Rest for morning tea down by the river amongst the hardy campers for tea and coffee plus the goodies that we got at the Bakery.

After another fantastic drive and me hanging on we stopped at Wallace Hut Falls Creek and everybody rugged up and went for a walk.

We then proceeded to the Bazaar Café at Falls Creek for a light lunch – there was enough food to solve the world food shortage.

Falls Creek must be fantastic in winter for avid skiers – we must be brave and make this trip one year soon.

After lunch we drove to Mount Beauty over Tawonga Gap to Harrietville across Hotham Heights to return to accommodation lodges at Dinner Plain.

I was delighted as snow started falling on our way back.

Had happy hour in Double Bridges Lodge with a large fire going, stories being told and snow falling.

We then walked to the High Plains Lodge Rest for once again for a great night and enjoyable meal. The snow continued through the night – it was fantastic in the morning with snow on the cars.

David pO'Dwyer had to put his car under cover only to find the snow was deeper on the back of his lovely 7 Series than any other vehicle.

A phantom writer left a message written on his back window.

Thanks again to everyone that organised this trip – it was fantastic.



Day 3

- David Melvin

On Day 3 at Dinner Plain, we awoke to a light dusting of snow. The unexpected fall revealed a crime scene. Someone with a low tank of fuel had left their footprints in the snow as they attempted to siphon fuel from David O'Dwyer's vehicle with a plastic drinking straw. An early morning stop for fuel in Harrierville quickly revealed the culprit.

Tony Whelan, who had been experiencing problems with his battery, took the opportunity to make an early start and drove to Albury to secure a genuine BMW replacement. He rejoined us in time for lunch.

After yet another enormous breakfast at Dinner Plain, we headed down the mountain. The temperature rose steadily as we drove down hill. At Hotham the ice warning alarms were sounding in the cars and the temperature was a crisp -2.5c. By the time we reached Bright, the temperature had risen to 24c.

Bright was bustling with people attending the Spring Fair. The centre of town was filled with stalls selling local produce. After a quick walk around town, we headed down the valley to Gapsted. The winery is located on a prominent rise with commanding views down the valley. Our hosts had set up tables and umbrellas and we enjoyed a magnificent lunch in the sunshine.

From Gapsted the girls drove in convoy to Beechworth. The organising committee had prepared a busy schedule. We started with a walking tour around the historic centre of town. Our tour guide, a Ned Kelly look-alike, shared many interesting details about the gold rush. One memorable fact was that miners had panned 150 tons of gold in the first ten years of operation. There were lots of mental calculations trying to work out how many ounces there are in 150 tons.

After the tour we headed up the hill to book in to the Asylum.

Clearly someone had a sense of humour when organising this part of the trip. Our spacious rooms were located in the old nurses quarters. Dinner was served in the adjacent hotel before we walked back to the old asylum for the ghost tour. Our scary-eyed guide was determined to find a victim and we obliged by offering up Jamie Butcher.

The old Asylum is an amazing building and well worth a visit. When constructed, it was the largest building in the colony. It is built on granite foundations.

The gap between the ceilings and the timber floors above were filled with clay to stop noise. The external windows were made of thick, unbreakable glass and the male and female exercise yards were surrounded by 12' high walls, to prevent escape. It was a sad and soul destroying place, where the latest medical 'advances' only added to the misery of the inmates.

At the height of construction, 250 men worked on the site and the building cost one hundred and fifty thousand pounds to construct. A sizable investment for the young colony of Victoria.

Over 9,000 inmates died in the facility, which provided plenty of gruesome material for the ghost tour. Jamie, the reluctant victim in our group, had to endure a stint on the mortuary slab, while our guide provided graphic details of the autopsies conducted on the dead.

Apparently you only needed 2 signatures to be committed to the asylum, but 8 to gain your release.

Fortunately, we met the minimum requirements and secured our release in time for a quick drink at the bar before it closed.

On behalf of all participants, we would like to extend our thanks to the organising committee who put in so much time and effort into make the weekend both enjoyable and successful.



Photos courtesy of Val Smith

HIGH COUNTRY TOUR

Day 4

- Jamie Butcher

Surviving the night in the nurses quarters of what was the Beechworth lunatic asylum, with no unexpected visits from any characters dealt with on the ghost tour only a hundred meters away the night before, we all slowly rose to what would be our last cooked breakfast for the trip (and the week for most).

After breakfast we had 2 hours of free time to spend in the Beechworth area.

A select few still hadn't had enough driving and so took this opportunity to cruise the alternate roads to Yackandandah.

The rest of the group walked and drove into Beechworth for a visit too the many shops, running into each other around town.

At midday we regrouped in a shady area of the main street before making our way to Brown Brothers of Milawa,

around ½ hour on the Wangaratta-Beechworth Rd, where Tony W once again nabbed the prime car park.

We then began our 4 course lunch, very reminiscent of other Melbourne Cup drives held in the past.

The kitchen was put to the test for those wanting to leave early prior to the Cup, but were very obliging. A cup sweep for all in attendance made sure we all had an interest in the race.

After the race was ran, a dwindling number of club members enjoyed the picturesque gardens in great sunshine, thinking about what the next Cup weekend will bring, before eventually joining the Hume for the 'never-ending' trip back home.

Just like all club trips, I have memories I will keep forever.



- Tony Whelan

As most of you know, I have a certain little M Coupe that comes out of its garage for trips such as the High Country Tour, 2013.

I got it out the previous weekend and everything seemed fine however when we got to Bairnsdale after a luncheon at Paynesville the "M" wouldn't start. Many thanks to David Lumb's jumper leads and Rod Smith's battery we were able to get it going. It was then a quick trip to try and catch up with the others heading towards Omeo.

When we got to Dinner Plain, I made sure I parked on a slope so it could be roll started if there was problem. Sure enough, no go the next morning. Being Melbourne Cup weekend, bets were being taken for a battery problem or a starter motor problem. I think the favourite was a battery.

We were due to drive the Nordschleife, or northern loop of the High Country on the Sunday. So instead of relying on friends to push start me everywhere, I thought it better to hitch a ride with Jamie Butcher in his E34 535i, which happens to be the same model that I started my journey with BMW, back in 1995.

On the drive we swapped stories regarding Jamie's latest purchase, an E66 760Li, the same as my daily driver. I am sure he will have many happy kilometres in the "limo". Thanks to Jamie, it was most enjoyable to be chauffeur driven and sit back and look at the countryside for a change.

One of our fellow travellers, Robert Forrest, had a contact in Wodonga regarding obtaining some advice about my predicament with the M Coupe. So a quick clean of the snow that had fallen on Sunday night, a roll start and I was off to Wodonga on Monday morning whilst the others visited the shops in Bright.

Sure enough the testing equipment confirmed a dead battery, even though all the lights and radio, etc. worked perfectly. A new battery was installed and I was on my way. I would like to take this opportunity to thank Darren Mitchell at Border BM for offering a substantial discount rate for Club members.

He also has numerous hard to get parts for some of the older BMW's and obtains old stock from BMW Australia and BMW Dealers, so if there is something that you are chasing for your vehicle, give Darren a call on 0455 100000. I am sure he will be able to help you out or know where to get that elusive part.

I am sure that all participants had a great time on the High Country Tour 2013 and look forward to Tasmania where we plan to travel to the Apple Isle for the Melbourne Cup long weekend in 2014. It has been four years since we last visited down south, so start saving now and keep your eyes peeled to the website for more information in due course.



GEELONG REVIVAL

The original event called the Geelong Speed Trials was a much loved traditional ¼ mile sprint on the Geelong waterfront.

It was always an excellent event that appealed to motorsport fans and families alike, but its reincarnation as the Geelong Revival Motoring Festival is bigger and better.

The Geelong Revival featured collectable vehicles worth many millions of dollars, many of which are very rarely seen in public, and is inspired by the famous Goodwood Speed Trials held annually in the UK.

Not only was it an opportunity to see historic and classic cars and bikes compete on the timed ¼ mile sprint in Geelong, but you could also see more modern vehicles (including BMWs) amongst the field of 300 competitors.

As part of this year's celebration, the event featured 'The Touring Car Legends' including Allan Moffat, Fred Gibson, Jim Richards and other Bathurst winners.

In addition, the modern event includes the Shannons Classic Motor show, Markets, Music, Food, and Fashion.

Thank you to Geelong BMW for the use of two new vehicles to use in the display. Both the new X5 and the new 4 series were a fantastic edition to the club display.

The committee would like to thank all those that participated in the club display and also Andrew Henshall for representing and enabling the club to take part in such a fantastic event.

We all look forward to the 2014 event.

- Jenna Patan



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Canterbury Essendon



CHRISTMAS CELEBRATION OF EXCELLENCE

It was a superb summer's day at the showing of some of the club finest cars at the Glorious Italianate mansion (Built for SIR William Clarke in 1874).

The mansion set on enormous acreage surrounded by Victorian fawn and fauna. The grounds are famous for hosting "The Ashes".

One can imagine the English gentry – Top hats pencil point moustaches. Ladies in waiting in white masked make- up, complimented dresses in swaths of fabrics and ornamented hats on show viewing the game.

The Mansion is Gloriously appointed in Victoriana, tessellate tiles in garden and entry areas, Swags of fabrics used in the adjoining reading, dining and the formal areas for show.

Elaborate embroidered wall paper adorned all walls and looks like it has seen countless historical events.

This was a perfect choice by the committee for the 2013 show and shine event.

With over 60 cars to tantalise our tastes, ranging from- up to the minute models in stealth blacks to the ever popular 2002s and the E30s. Some rarer cars an e9s and my old e12(Grand Old Dame) to name a few.

All the cars were fine examples of the marques era and I think we all enjoyed viewing and appreciating the various models.

The friendly and welcoming environment was topped with a 'Spoiled for choice" selection of oysters, array of salads and a plethora of meats. The yummy cakes topped of the repast.

However there can only be 1 winner in any advent (There are a few I would mind in my own Garage) Congratulation to the winners!

- James M Heaney



Top Marque 14

Photos by Imajess Photography and James Heaney

SUMMARY				GRAND	1	2	3	4	5	
No:	CLASS NAME	CAR	REGO	TOTAL	ENTRANT	EXTERIOR	INTERIOR	BOOT	ENGINE	
				500	100	100	100	100	100	
BAU GRUPPE 201X E70 X5, E71 X6, E81/E87 1s, E84 X1, E89 Z4, E90 3s, F01 7s, F10 5s & 6s, F20 1s, F30 3s										
1	A	HENSHALL Andrew	E89 Z4	BLKZ	359	34	79	84	82	80
2	A	KENNY Matthew	E71 X6M	YUB 969	357	39	81	84	78	75
3	A	ADAM Stewart	E87 123d	VAJ 109	347	37	82	76	80	72
4	A	PATAN Jenna	F20 125i	V JENNA	346	32	80	79	77	78
5	A	MURDOCH Barbara	E87 125i	YBE 788	343	26	81	77	80	79
6	A	BELL Sean	F32 428i	AAI 405	330	20	71	83	74	82
BAU GRUPPE 200X E46 3s, E53 X5, E60 5s, E63 6s, E65 7s, E83 X3, E85 Z4s										
1	B	WHELAN Tony	E66 760Li	ARW 760	371	64	75	80	75	77
2	B	SMITH Val	E46 330ci	V BM 033	364	53	84	74	81	72
3	B	RISTELL John	E60 M5	VMMMM5	343	6	78	84	90	85
BAU GRUPPE 199X E31 8s, E36 3s, E36/7 Z3s, E38 7s, E39 5s										
1	C	O'DWYER David	E31 840ci	V CI 840	395	59	86	88	86	76
2	C	WILKINS Simon	E36 318i	318 111	363	67	70	69	79	78
3	C	BATEMAN Caroline	E36 325i	RB 1976	362	59	74	67	85	77
4	C	ATKINSON John	E36 318i	QJC 239	339	66	72	58	74	69
5	C	KARANICOLAS Philip	Z3 M Roadster	BMW 158	335	37	78	72	76	72
6	C	PORTELLI Joseph	E36 M3	ZGA 411	313	48	71	64	67	63
7	C	PORTELLI Anthony	E36 325i	WPP 852	297	52	67	53	59	66
BAU GRUPPE 198X E30 3s, E32 7s, E34 5s										
1	D	BARLOWE Josh	E32 735i	BMJ	388	73	84	72	80	79
2	D	McEWAN Stephen	E30 323i JPS	BLK GLD	363	87	80	61	78	57
3	D	BELL Jessica	E30 325i Touring	CIG 40H	313	67	67	62	69	48
BAU GRUPPE 197X E21 3s, E23 7s, E24 6s, E28 5s										
1	E	GARMEY Evelyn	E28 M5	12008H	407	62	91	75	94	85
2	E	MEYERS Christian	E28 Hartge	09305H	362	74	71	71	77	69
3	E	MARTIN Nathan	E24 635	29685H	318	54	63	63	80	58
4	E	ROUND Ian	E24 633csi	20395H	313	70	68	42	81	52
5	E	MURTON David	E21 323i	IAJ 2RZ	281	65	55	43	66	52
NEUE KLASSE 2002s, E3 2500/3.0L, E9 3.0CS/CSL, E12 5s										
1	F	GARMEY Stewart	2002tii	06565H	412	99	76	76	90	71
2	F	BATEMAN Rodney	2002	15250H	374	97	64	63	86	64
3	F	HEANEY James	E12	27945H	311	73	71	55	64	48
BMW RACE & RALLY CARS										
1	R	BELL Graeme	E30 M3	0	285	61	56	61	54	53




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CHRISTMAS CELEBRATION OF EXCELLENCE

BEST IN SHOW					GRAND	1	2	3	4	5
No:	CLASS	NAME	CAR	REGO	TOTAL	ENTRANT	EXTERIOR	INTERIOR	BOOT	ENGINE
1	F	GARMEY Stewart	2002tii	06565H	412	100	100	100	100	100
2	E	GARMEY Evelyn	E28 M5	12008H	407	100	100	100	100	100
3	C	O'DWYER David	E31 840ci	V CI 840	395	100	100	100	100	100
4	D	BARLOWE Josh	E32 735i	BMJ	388	100	100	100	100	100
5	F	BATEMAN Rodney	2002	15250H	374	100	100	100	100	100
6	B	WHELAN Tony	E66 760Li	ARW 760	371	100	100	100	100	100
7	B	SMITH Val	E46 330ci	V BM 033	364	100	100	100	100	100
8	C	WILKINS Simon	E36 318i	318 111	363	100	100	100	100	100
9	D	McEWAN Stephen	E30 323i JPS	BLK GLD	363	100	100	100	100	100
10	C	BATEMAN Caroline	E36 325i	RB 1976	362	100	100	100	100	100
11	E	MEYERS Christian	E28 Hartge	09305H	362	100	100	100	100	100
12	A	HENSHALL Andrew	E89 Z4	BLKZ	359	100	100	100	100	100
13	A	KENNY Matthew	E71 X6M	YUB 969	357	100	100	100	100	100
14	A	ADAM Stewart	E87 123d	VAJ 109	347	100	100	100	100	100
15	A	PATAN Jenna	F20 125i	V JENNA	346	100	100	100	100	100
16	A	MURDOCH Barbara	E87 125i	YBE 788	343	100	100	100	100	100
17	B	RISTELL John	E60 M5	VMMMM5	343	100	100	100	100	100
18	C	ATKINSON John	E36 318i	QJC 239	339	100	100	100	100	100
19	C	KARANICOLAS Philip	Z3 M Roadster	BMW 158	335	100	100	100	100	100
20	A	BELL Sean	F32 428i	AAI 405	330	100	100	100	100	100
21	E	MARTIN Nathan	E24 635	29685H	318	100	100	100	100	100
22	D	BELL Jessica	E30 325i Touring	CIG 40H	313	100	100	100	100	100
23	C	PORTELLI Joseph	E36 M3	ZGA 411	313	100	100	100	100	100
24	E	ROUND Ian	E24 633csi	20395H	313	100	100	100	100	100
25	F	HEANEY James	E12	27945H	311	100	100	100	100	100
26	C	PORTELLI Anthony	E36 325i	WPP 852	297	100	100	100	100	100
27	R	BELL Graeme	E30 M3	0	285	100	100	100	100	100
28	E	MURTON David	E21 323i	IAJ 2RZ	281	100	100	100	100	100

BMW CAR CLUB OF VICTORIA INC. 2013 CELEBRATION OF EXCELLENCE.

PEOPLE'S CHOICE

No:	CLASS	NAME	CAR	REGO	GRAND TOTAL
1	A	KENNY Matthew	E71 X6M	YUB 969	7
2	E	GARMEY Evelyn	E28 M5	12008H	5
3	D	McEWAN Stephen	E30 323i JPS	BLK GLD	4
4	D	BELL Jessica	E30 325i Touring	CIG 40H	4



BMW Melbourne



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SHOPPING TROLLEY? WHAT SHOPPING TROLLEY?

We've all had them: those heart-sinking moments when we first see the damage. Whether it's when a scrape against your pristine paintwork appears in the supermarket car park, you feel the bumper making contact with a bollard, the dent from that stray golf ball or the result of a bigger accident, any imperfection to your BMW is distressing. Thankfully you can deny all knowledge of any damage with a visit to our Accredited BMW Bodyshop in Port Melbourne. Using innovative BMW repair techniques, we will return your car to its original condition using Genuine BMW Parts, leaving your conscience clear again.

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BMWCCV/SALVATION ARMY CHARITY RIDE DAY

BMWCCV was the proud host of the inaugural Drive Day Experience event, held in conjunction with The Salvation Army at Sandown Raceway.

What a day! Whilst the weather was looking disastrous prior to 8am, the rain eased as the last of the cars were going through scrutineering and the first of the families came through the gates.

The Drive Day Experience was an opportunity for the Youth & Children of Metropolitan Melbourne who find themselves in positions of disadvantage to be treated to a fun day out at Sandown.

These disadvantaged Children and their families (including primary Carers) can find themselves requiring a range of support from the Salvation Army including Emergency Relief and Family Support Services just to name a few. The Salvation Army is committed to compassionately engaging with all people in need.

So although we were off to a damp start, the first of the groups arrived ready to get out and have some fun on the track in a fantastic variety of cars. From Val Smith working her magic fitting helmets all day, to Rodney Bateman giving the smaller kids that couldn't go on the track a thrill ride around the car park in the Elfin – everyone who was involved in the day put in 200%.

With around 50 cars on the track, the drivers managed to thrill over 200 people who came to do something they may not have ever had the opportunity to do. Although some of the kid's needed a little more persuading than others to give it a go most were lining up again for the third and fourth time to get a chance to go around in another car.

With help from drivers from so many car clubs, our own club members, The Salvation Army and the committee members, BMWCCV put on an incredible day.

I have never been so proud to be part of such an emotional day for so many. The smiles on the faces of all the children really was the most rewarding part for everyone involved.

The Committee would like to thank our two major sponsors Sudocrem and Charlie Battisti who were our major sponsors for the day as well as the Bell family for helping to facilitate all the track day activities.

- Jenna Patan
President, BMWCCV



Top Marque 18



Photos by Imajess Photography and Tess Quinton

On a gorgeous, sunny Spring day on Saturday 23rd November, members of the BMW Car Club, brought fun, enthusiasm, food, noise and fast cars to 200 children that receive support from The Salvation Army.

The idea came from The Salvation Army Employment Plus Cheltenham manager, Phil Logan and was a year in the planning.

A large team of experienced drivers and organisers enabled around forty race cars to be revved up to take the children around laps of Sandown raceway.

A few enthusiastic parents also enjoyed the unique experience of journeying at over 200kms/h on the straight, with reminders that they could not drive home at such excessive speeds. Some of the families were so overjoyed that tears were flowing of excitement.

The BMW Club also sponsored jumping castles, a bungee run and sumo suites and the Rotary Club of Clayton assisted with cooking the lunch. The Salvo's also provided volunteers and the children, who came from Kingston Gardens Salvo's as well as Dandenong, Frankston and Carrum Downs Salvo's.

It was a unique and exhilarating experience that these families would never get the opportunity to avail themselves of and it was a tremendous hit with all.

Many thanks expressed to the generous people who made this a "roaring success".

- Tess Quinton
Salvation Army



Photos by Imajess Photography and Tess Quinton

BMWCCV/SALVATION ARMY CHARITY RIDE DAY

On Saturday 23rd of November I was given the chance to come along and help the BMW Car Club and the Salvation Army at a drive day at Sandown. My role was to take the children for rides around the track.

I have done many many different motorsport events, from high speed racing to rides with V8 Race. This event was by far the most enjoyable I have done. Seeing the smile on the children and their families faces is a feeling that I'm not sure I will ever be able to beat!

In the pits each person would line up for a ride, some choosing the car they wanted to go in, some happy just to go in anything and others only wanting to go in something they could have company in. Each person got 3 - 4 laps at a time and many got the chance to have more than one ride in different cars.

Behind the pits we also had coffee, food, a bungee run, sumo suits and a jumping castle. It was so good to see such huge smiling faces, something I will certainly not forget in a hurry!

Big thank you to the committee, the Salvation Army and the Bell Family for organising the event and inviting me to come along and drive. It was a fantastic day.

- Brett Dickie



Product/Service Information

TOPIC: Batteries In Modern Vehicles

TODAY'S BATTERIES

The modern vehicle is jam packed with electronics and computers, so the battery system is more important than ever. A battery is the heart and centre of the electrical system and is fully integrated into the vehicle's computer network. Modern vehicles are full of complex and sensitive electrical equipment that constantly draws current from the battery; in fact an ever increasing number of faults from new vehicles are battery related. As vehicle technology continues to develop, increasing strain in being placed on the battery and as a result, battery care has become an essential part of car maintenance.

BATTERIES ARE CHANGING

There are three different types of batteries nowadays; **Wet cell**, **Calcium** and **AGM** are all various versions of the lead-acid battery that have different advantages, disadvantages and maintenance requirements. Wet Cell batteries are now being replaced with Calcium type batteries, and the newest types of batteries are called the AGM, or Absorbed Glass Mat. The AGM is what modern and heavily computerised vehicles are being installed with these days. AGM batteries are known as 'dry' batteries and are the latest step in the evolution of lead-acid batteries. Instead of using water or a gel, an AGM uses a fibreglass separator to hold the electrolyte in place. The only disadvantage is that they are quite expensive.

WHY DO YOU HAVE TO REGISTER A BATTERY?

Each time a battery is replaced you must register the battery. The main reason is because the modern alternator, which charges the battery, does not have a voltage regulator installed any more. The voltage is now regulated by a computer. Batteries come in different sizes and capacities so the Power Management (software in the engine computer) needs to know all this information to be able to regulate the voltage correctly. If the battery is not registered, then the alternator will under or over charge the battery. Non registration will eventually result in severe loss of electronic function, premature battery failure and possibly alternator damage.

WHAT HAPPENS WHEN YOU REGISTER A BATTERY?

Registration can only occur with an approved modern Service Computer or Scanner which is installed with the correct software for your vehicle. All dealerships and modern service specialists have these.

The following operations are performed:

- The current kilometre reading is stored for the battery replacement.
- The stored measured values (battery charge statuses, current, voltage, temperature, etc.) are deleted. The power management is initialised.

Replacing the battery:

As the battery depends on the engine and options fitted, the following information is coded in the computer:

- Battery capacity (for example 90 Ah)

Battery type: AGM battery or lead-acid battery.

An AGM battery, when installed as original equipment, must always be replaced with an AGM battery. In special cases, where a customer's driving profile (e.g. short distance driving), results in a discharged battery, the AGM battery is a recommended replacement.

BM Tech Group

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BMW 2 SERIES



The new BMW 2 Series Coupé

- First ever model to wear the 2 Series designation.
- Unbeatable driving dynamics in the premium compact segment and emotionally appealing aesthetics in typical BMW Coupé style
- Clear differentiation from the compact BMW 1 Series model thanks to an individual dynamic design, increased size and interior space and enhanced product substance
- Premier of the newest and most powerful petrol powered BMW M Performance Automobile, the BMW M235i Coupé
- 220i, 220d and M235i available from launch
- Available in Australian showrooms from March 2014

BMW Australia announced details of its newest performance two-door model, the BMW 2 Series Coupé, which is set to raise the bar in the premium compact segment in terms of dynamic ability, aesthetic appeal and emotional allure. The successor to the extremely popular 1 Series Coupé improves in all facets by delivering an even higher level of thrilling dynamics, improved occupant comfort coupled with the latest in innovative technology.

According to Phil Horton, Managing Director for BMW Group Australia, the new 2 Series Coupé is sure to get your heart racing. "The 2 Series Coupé blends stunning good looks with the kind of incredible dynamic talent that can only be delivered by a rear wheel drive car," he said.

"Add to this the generous specification loaded with the latest in innovative technology, and we are very confident that we have another winner!" said Mr Horton.

At launch there was three model variants that make up the BMW 2 Series Coupé range, all equipped with the latest BMW TwinPower turbo engines boasting exhilarating power and torque figures, yet still returning impressive fuel economy.

The entry point BMW 220i Coupé develops 135 kW of power and 270 Nm of peak torque which is delivered as early as 1,250 rpm. This is enough to propel the BMW 220i Coupé from 0-100 km/h in 7.0 seconds whilst consuming a mere 6.0 l/100 km's on the combined cycle.

The BMW 220d Coupé likewise produces 135 kW from its four-cylinder TwinPower turbo diesel engine boasting a substantial 380 Nm of torque. And whilst it consumes just 4.4 l/100 km's the BMW 220d Coupé sprints from standstill to 100 km/h in 7.1 seconds.

BMW M235i Coupé will claim an extra 5 kW of power over the BMW M135i it develops 240kW and 450 Nm of torque enabling a 4.8 seconds sprint to 100 km/h.

All models come standard with the eight-speed sports automatic transmission which includes gear shift paddles and launch control function, and will be available in Australian showrooms from March. Full specification will be available closer to launch.

BMW PRESS CLUB



BMW UPDATES THE ICONIC Z4 ROADSTER

- * Enhanced specification levels for all models
- Increased value across the range
- Eight-speed Sport automatic transmission now standard on sDrive20i and sDrive28i models
- Updated option program includes a new character package - Design Pure Traction
- Subtle interior and exterior design enhancements

BMW Group Australia has revealed details of a significant update to its Z4 roadster line-up which offers enhancements to almost every aspect of the iconic convertible's features. The DNA of the European roadster has been preserved, while improvements have been effected on the vehicle's design, specifications and value.

Phil Horton, managing director of BMW Group Australia, said the new BMW Z4 has retained the essence of the traditional roadster concept and added contemporary refinements. "The BMW Z4 has always been acknowledged as a design icon with street credibility - the styling is drop-dead gorgeous and the car has proven on-road credentials. "It's hard to improve on perfection, but with additional features and better value, the BMW Z4 now becomes an even more attractive proposition," Horton said.

The new BMW Z4 is the latest chapter in the history of BMW roadsters – a tradition which stretches back to the 1930s and spawned classic vehicles such as the winner of the 1940 Mille Miglia, the BMW 328, and the BMW 507 from 1955. The first Z roadster, the BMW Z1, was unveiled at the 1987 Frankfurt Motor Show.

Design updates to the new BMW Z4 are subtle, yet cleverly enhance the vehicle's iconic styling. Particular attention has been paid to the front of the vehicle: LED light rings now adorn the standard Bi-xenon headlights which emit daytime driving light and feature a striking three-dimensional design. Accent lights with metal inserts arch over the headlights and chrome coloured surrounds emphasise the integrated turn signal indicators. Side

indicators feature a newly designed tapered surround which adds to the dynamic profile.

Inside, new high-gloss black surrounds adorn the central air vents and the iDrive system's folding control display. In addition, a new Fineline Anthracite wood has been added to the selection of optional interior trims. The engine variants for the new BMW Z4 are unchanged and include three powerful choices – two four-cylinder engines and one six-cylinder engine.

- BMW Z4 sDrive20i: A four-cylinder TwinPower Turbo in-line petrol which generates 135kW and 270Nm, completes 0-100 km/h in 6.9 seconds, and has combined fuel consumption of 6.8-litres/100km and CO2 emissions of 159 grams/km.
- BMW Z4 sDrive28i: A four-cylinder TwinPower Turbo in-line petrol which generates 180kW and 350Nm, completes 0-100 km/h in 5.5 seconds and has combined fuel consumption of 6.8-litres/100km and CO2 emissions of 159 grams/km.
- BMW Z4 sDrive35is: A six-cylinder TwinPower Turbo in-line petrol which generates 250kW and 450Nm, completes 0-100 km/h in 4.8 seconds and has combined fuel consumption of 9.0-litres/100km and CO2 emissions of 210 grams/km.

Both four-cylinder engines have set new industry benchmarks for dynamic performance and fuel consumption, while the six-cylinder engine is a multi-award winning engine that claimed the "Engine of the Year Award" in 2009, 2010 and 2011.

An eight-speed Sport automatic transmission is now standard for both four-cylinder variants. Offering fast, smooth gear changes and excellent fuel efficiency, the eight-speed transmission includes unidirectional gear shift paddles. A six-speed manual transmission is available for these models as a no-cost option.

BMW PRESS CLUB



HOLDEN'S WITHDRAWAL

WHAT DOES HOLDEN'S WITHDRAWAL REALLY MEAN?

THE RECENT decision by General Motors-Holden's to withdraw from the Australian automotive manufacturing industry probably asks more questions than it answers. I am not an industrial financial analyst by any means and the only experience I can draw upon is based on what I have seen in many visits to BMW build plants in multiple countries ...

The USA (Spartanburg), South Africa (Rosslyn) and Germany (Leipzig and Regensburg) and motorcycles (Spandau, Berlin). These visits are far more than a simple walk along the line to see the vehicles being built and usually involve an in depth discussion and address with senior engineering people within the build plant.

Let me say from the outset ... these are my observations from having been to the build plants and from information provided by BMW engineers and are not intended in any way to be an official BMW position on any of this.

I will make some comparisons on what I have seen, read and been told.

It appears that one of Holden's biggest problems is their cost of labour. When BMW establishes a new build plant, one of the prime deciding factors on the location is exactly that...What is the labour going to cost us?

Spartanburg is a case in point where X5s and Z4s are built. South Carolina is a financially- and socially- depressed area. There is a ready supply of available labour and BMW drew upon this supply in its decision to establish the plant.

The plant was built in the late 90's and quickly filled its labour requirement from the surrounding area. Leipzig is another example ... completed in late 2004, the new plant drew upon an economically depressed area (remember, it is in the "old" East Germany) to fill its labour requirements. Both plants experienced massive application levels from the local area to fill the approximate 2500 vacancies they had.

This enabled BMW to be reasonably selective in whom they employed to man the build lines. Rosslyn, just north of Johannesburg is also in an economically depressed area and draws its work force from the immediate area, again with no shortage of people seeking work and willing to do it.

We were told in Leipzig that part of the criteria for employment was "current employment position". Of the some 20000 applications received, part of the selection process eliminated people who were not currently employed. Why? Because "perhaps they don't want to work". Age was no barrier and the oldest employee taken on was 62. Again, why? Because he was "life aware" and very quickly rose to a supervisory position.

Of prime importance is the Company's position, it was explained to us, that there should be no union involvement in the plants. Employees are offered a package commensurate with what it is considered the position is worth and that is agreed upon through an individual contract arrangement.

Now, this may seem mercenary by perhaps being seen as exploitive of people who might otherwise struggle to earn an income. Personally, I don't see it that way.

The Company needs to minimise its production costs at every opportunity, be that by negotiating the price of, say, each tyre, or

by the hourly rate paid to build line staff. If a Euro can be saved per tyre, and the plants goes through 10 million tyres a year in the build process, the end saving is massive and so it is with labour which is really just another component in the build cost.

The staff are extremely well catered for, make no mistake. At Spartanburg, we were told that for the 2500 staff employed, the waiting list for people wanting jobs was 2200!

I have personally seen the facilities provided by the Company for the build staff and that extends to in-plant shopping malls, hairdressers, bank facilities and more. Subsidised health cover and education opportunities are available as are staff buying privileges for the cars they build.

Perhaps this explains the waiting lists and the reason why union involvement isn't needed.

At Leipzig, instead of decorative trees growing between the fingers of the build plant, there are apple and pear trees and it was not unusual to see baskets of these fruits placed along the assembly line for the staff to enjoy. Leipzig also boasted personalized work platforms ... You arrive at your allotted work position, enter your employee code on a touch pad and the floor adjusts to your perfect work height. Floors are timbered rather than concreted because timber is easier on the feet when you are standing all day.

The lack of union influence must be a beneficial factor for BMW and would allow the Company to have a set labour cost devoid of unreasonable and quite often militant demands. It is by no means the one-sided arrangement in the Company's favour that on the surface it might appear to be.

The staff are well looked after and the question has to be asked would it be so if the unions were given access and influence? I am sure BMW management knows the answer to that one. It is called careful management of a large component of the build cost.

Watching the television news, I couldn't help but notice how "manual" Holden's build process appears with multiple hands working on build tasks. I saw two assemblers fitting a windscreen using a suction lift and having to physically place and seal the screen. This is time consuming and ultimately expensive and one has to wonder why two assemblers?

My understanding of this is that it is work place practice set by union-driven Enterprise Bargaining Agreements and of course simply adds cost.

This practice would be replicated many, many times down the assembly line and of course can be affected by staff absence through illness or leave and it would appear that the lines are almost overstaffed at what must be huge cost per built unit. If BMW's staff cost per unit is managed as a part of the total build cost at reasonable levels, it would be hard to justify what can only be a much higher figure per Holden.

I well recall at the Regensburg plant watching the creation of an E90 3-Series shell from the very first part (the over-axle panel and boot floor) coming down an hydraulic hoist onto a jig to be mated and matched with the entire shell ... completely untouched by human hand! Windscreens, dash assembly, even the entire drive train installation is automated.

To see seats being installed by robots is something to behold

and there is a distinct lack of manual intervention until it comes time for wiring looms, carpets, tail lights as such and yes, they are installed manually.

At one point on the line, the shell is side-stepped into a jig to be checked for tolerance by lasers which light up and measure the assembled shell 18000 times to ensure compliance ... any tolerance discrepancy and everything stops to check and rectify it.

The amount of hand finishing required is then negligible, in stark contrast to what I saw with Holden and the very high degree of "adjustment" that seemed to be needed.

Again, added labour cost that has to be added on somewhere. BMW assembly is automated to the nth degree which does mean a different direction for technical staff in programming and maintaining robots rather than screwing in tail lights.

And of course, BMW is selling into a larger market than Holden ever will be able to manage, and that is not their fault.

The population centres that are BMW's market are far greater than Australia can muster and while there is of course competition from the other German premier brands, the Japanese and Koreans, it is still a huge market that BMW is able to direct in excess of 2.2 million vehicles a year into.

I am not sure the "people won't buy big cars" argument holds any water is not a 6- or 7-Series, X5 or even a 5-Series a "big car", and BMW doesn't have any problem selling them?

Financially, Holden is US-owned and it is very likely that a lot of what Holden does earn is siphoned back to Detroit, be it sales revenue or the Government funding that has been provided.

How much of that gets re-invested is probably questionable and the major difference here is that BMW is still 51% privately owned with, I believe, the German Government a major stake-holder in the other 49%.

I am not sure how BMW's annual EUR4bn revenue compares to Holden's and that means of course that more is available for new model research and development without the need to prop up the US GM market which, we know, has been through some turbulent air ... BMW has never faced the financial woes that GM has in recent times.

Yes, BMW had to look inward a few years ago when the market tightened and adjusted its financial management through effective cost control that filtered all the way down to, for

example, the Company's indirect subsidy of BMW Clubs Australia whose budget was reduced as part of the required restructure.

What does this mean? It means that BMW can build a good product (and don't get me wrong, there is nothing wrong with Holden's local product, quite the opposite) at extremely efficient pricing, without the influence of perhaps unreasonable union involvement and into a market so much larger than Australia can offer. It is not financially tied to a corporate identity that probably needs Holden's revenue to survive, either.

I think the Australian market is simply not big enough to justify the effort and expense of building cars locally ... over time Leyland, Mitsubishi, Nissan, Ford and now Holden have recognized that fact.

It is not the product but more the opposition provided by car makers who can make a good quality product at a better price because they are situated where the available labour is and are able to use more cost efficient production methods to better manage the per unit build cost.

That is why BMW has established build plants in Thailand, China and India because there is a workforce there willing to be paid a reasonable income by a reputable company that does look after its people.

Holden is an icon, but an Australian icon? Debatable point. Australia really doesn't have a home-grown and owned car industry because the builders have all been owned offshore and ultimately that's where the cash flows to.

Talk of increasing taxes on imported cars to assist Holden is really nothing more than the subsidies the Company has received of late as it doesn't matter where the funds come from, ultimately it is the Australian tax payer who funds it all.

Sadly, Australia is not a big enough market and Holden will be missed, as Ford will be and it is unfortunate for all those who make their living by building them but the grim reality must sooner or later be accepted.

My comments are in no way intended to be critical of Holden, far from it, or as holding BMW as the car builders' salvation but having seen and been exposed to what BMW does do, provides me with a point of comparable reference.

No disrespect to Holden, but nobody needs a BMW, it's just that we choose to want one.

- Stewart Garney



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BMWCCV CLUBSPORT CHAMPIONSHIP 2013

Final Class Results

BMW Standard Under 2.0 litre

Class A

N/A

BMW Standard 2.0 to 3.0 litre

Class C

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

BMW Modified Under 2.0 litre

Class B

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

BMW Modified 2.0 to 3.0 litre

Class D

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

BMW Standard Over 3.0 Litre

Class E

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

BMW Modified Over 3.0 Litre

Class F

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

BMW Standard M

Class G

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

BMW Modified M

Class H

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

BMW Female Drivers

Class K

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

BMW Racing Class Under 3 litre

Class I

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

BMW Racing M & Over 3 litre Racing / Forced Induction

Class J

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

FOR SALE

1977 BMW 633CSI SPORTS COUPE

Reluctant sale. Rare and desirable manual version. Significant work undertaken on the car recently (including new reconditioned head and water pump) and the last several years to bring it up to its current high standard. Mechanically, the car is in excellent condition. The body, paint and interior is also in very good and original condition. Features include basket weave BBS wheels, full leather trim, power steering, original rear and front spoilers, electric windows, stereo CD/radio, always garaged, club permit registration, enthusiasts car. Drives extremely well. Been in family for past 10 years. All receipts for works carried out are available. Excellent original example.

Colour: Green

Interior Colour: Black

Transmission: 4 speed Manual

Body: 2 doors 4 seat Coupe

Engine: 6 cylinder petrol 3.2 L fuel injected

Reg Plate: 06617H

Reg Expiry: 12 months to February 2015

Contact: Tim on 0408 484 497



Photos courtesy of Tim Stewart

Top Marque 27

BMWCCV CLUBSPORT CHAMPIONSHIP 2013

Final Overall Results

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

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BMW DRIVERS CUP

Final 2013 Results

Competitor (E30)	Car #	Round								Dropped Rounds	Dropped Points	Cumulative Totals	Current Position
		1	2	3	4	5	6	7	8				
Alan Saint	25	1	5	1	2	1	1	3		2,8	16	142	1
Anthony D'Anna	45		1	3	3	4	4	1		1,8	0	126	2
John Angiolella	64	6	2	2	9	6	3	2	7	4,8	26	116	3
Brian Bourke	27	3	3	5	4	5	2	5	3	3,5	32	116	3
Simon Mitchell	99	2			10			4	4	2,3	0	69	5
Geoff Bowles	24		4,		1				1	1,3	0	68	6
David Levy	77		9,	4	5	2				1,6	0	68	6
Glenn Potter	66	4			11		5		6	2,3	0	59	8
Gary Pearce	50		6	6	8	8				1,6	0	56	9
Sean Bell	28		7		7				1	1,3	0	53	10
Mark Gorgovski	30		11	7				6		1,4	0	39	11
Kim Boyd	77							7	5	1,2	0	30	12
Paul Kertes	42			8	6					1,2	0	28	13
Michael Stillwell	6					3				1,2	0	20	14
Stan Armstrong	121	5								2,3	0	16	15
Phillip Showers	11			5						1,2	0	16	15
Scott Trainor	77						6			1,2	0	15	17
Ray Kwong	88	7							8	2,3	0	15	17
Julie Showers	11		8							1,3	0	13	19
Matt Martin	43		9							1,3	0	12	20
David Lumb	36		13							1,3	0	9	21

Competitor (Audi 80's)	Car #	Round								Dropped Rounds	Dropped Points	Cumulative Totals	Current Position
		1	2	3	4	5	6	7	8				
Adrian Taranto	38			1	1	2			1	1,2	0	97	1
Wayne Dekker	2		1	2		1				1,4	0	72	2
Donovan Mollenhagen	85		2				1	1		1,3	0	72	2
Simon O'Keefe	71			3	2					1,2	0	42	4

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	HX panel van Holden	1977
Michael Churchill	M5	2005
Pros Amerena	E32	735i
David Kinnear	2002	1972
David Khizam	325	1987
Nick Byrne	323i	1984
Leo & Thye Ng	E36 328i coupe	1996
	E30 318is	1990
	E34 535i	1988
Shane & Debbie King	733i	1979
	Mazda 3	2012
	634	1994
	525i touring	1988
Joshua Bennett	325E	1986
Dirk Rynaard	Merc 380 se coupe	1983
Stuart Fisher	E30 323i	1985
Matthew Kenny	X6M	2010
Colin Whyte	Ford Mustang	1962
Benjamin Spry	E30 318i	1989
Reid Coutts	E30	1985
Christophorus Raymond	E30 318i	1989
David Shears & Grainne Murphy	Z3 2.8	2000
Jonathan Low	1 series M coupe	
Bruno Campisi	M3 conv	2011
Adrian Bertoli & Anita Mikedis	2002	1974
Matt Brown	E34 515i	1988
Jamie Wickham		
Jess Ribeiro & Alexis Smart	318i	1985
Michael Simon	635csi	1986
Nathan Baker	E30 323i	
Jay Skinner	E36	1992
	E23	1985
Con Ruscitti	Mq short wheel base patrol	1985
Michael Birbilis	528i	1997
Vanessa Desoiires	320i conv	1988
	323i touring	2008
Jeffrey Ross	HQ GTS	
George Saba	E30 323 race car	1985
Warren Jolly	323	1985
Josh Dzwonczyk	E36 M3	1994
Callan Scheibel	1h torana	1974
Frank Spencer	635 csi	1987
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James Keating	325ci	2005
Wayne Besanko	E39 535i	1997



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