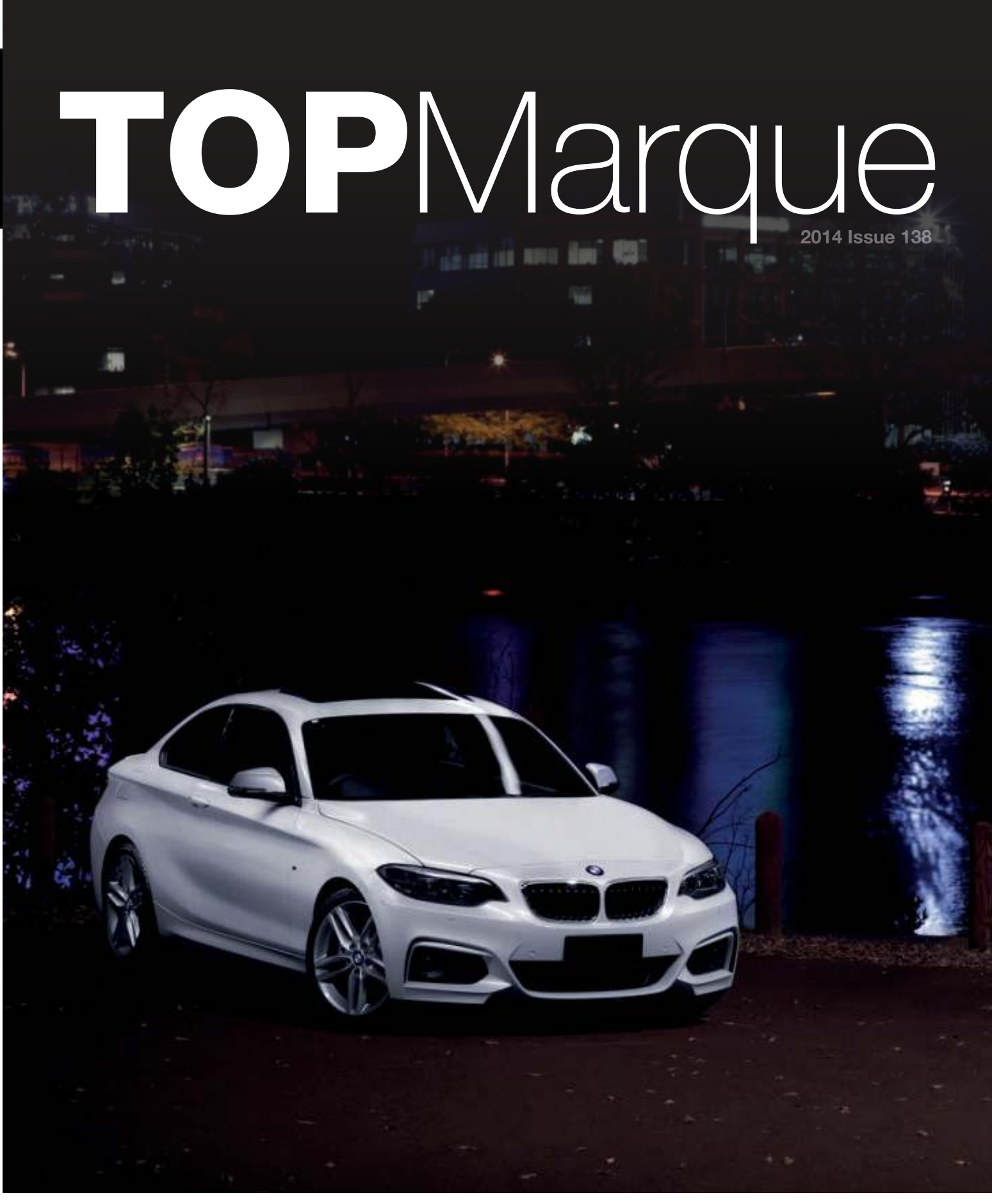
TOPMarque

2014 Issue 138



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Issue No. 138

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Membership of the BMW Car Club of Victoria Inc. is applicable for 12 months from receipt of application and includes one year's subscription to BMW Top Marque.

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

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Articles, Advertising Artwork, Classified Advertisements, Club Discounters Directory and Member Service Directory should be addressed to the Marketing Coordinator.

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Member of the International Council of BMW Clubs

BMWCCV Inc. is a CAMS Affiliated Car Club

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On the Cover:
The new 2 Series Coupe by Leigh Kelly

From the editor

Welcome to another issue of Top Marque. I haven't got a lot to report on this issue, so I'll keep this short and sweet!

I would like to start by congratulating the 2013 - 2014 Committee on all their hard work and efforts for the year.

We had our AGM in September where we welcomed Jo Mawson to the Committee and said goodbye to Rod & Val Smith. I would just like to extend my thanks to Rod & Val for all the hard work they have put in throughout the years. I am sure that this is not the last we will see of you both!

I have been overwhelmed over the past couple months with articles and fantastic input from members. There are a few articles I was unable to fit into this one, but please note that I will definitely include them in future issues. Please do keep on sending things in for me, I do love reading your stories and look forward to sharing them with the rest of the members.

Also thank you to those who have taken the time to give me feedback on the new look of the magazine! I absolutely love what I do and I am so glad I can share it with all of you.

- Jess.

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- Insurance liaison

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bundoorabmw.com.au LMCT 8560

What's On

Date	Event	Location
31 Oct. – 5 Nov..	Tour of Tasmania	Tasmania
29 - 30 November	Geelong Revival	Geelong
8 - 9 November	Sandown Historics	Sandown
8 -9 November	Winton 300	Winton
16 November	Lazy Sunday's Run	Departing Essendon Fields Car Park at 10am
22 November	Charity Ride Day	Sandown
1 December	General Meeting	Motionators, Docklands
7 December	Christmas Lunch/Show 'n' Shine collaboration with E30 Racing	Twisted Vine

** Please note that more events can be added at anytime. The calendar is never final.*

If you would like to help in running any events or would like to run your own cruise day or have suggestions for any events, please contact Jo Mawson at events@bmwccv.com.au.

PRESIDENT'S REPORT ON 2013-2014

Written by Jenna Patan

The last 12 months have been so busy for the club. We have seen greater membership growth than in previous years (up over 100 members on this time last year) as well as an interesting culture come through the club late last year which resulted in the formal Code of Conduct being released. Not my proudest moment, but changes to policy resulted in a positive reaction from members and in turn also eliminated the issues that some of our committee members were facing.

I have done my best to attend as many events as I can and through this I see our biggest issue is member engagement for organising social events. Incentive schemes will be investigated to see if this will help build numbers who are willing organise events. This extends from Social Events to Driver Training and Motorsport.

As the Clubs Australia Delegate, I attended my first meeting this year. It was an interesting dynamic between the cars and the bikes but we all shared the same common goal, strong growth and increased member benefits. We built some good relationships and I am pleased that Ballart are partner of ours and we are looking forward to running a joint social event later in the year.

Social Media (Facebook) has been a great marketing tool for the car club. Although facebook isn't the primary contact for the club, the facebook group has allowed majority of VIC BMW owners to have a forum to buy / sell / post about their vehicles with minimal spam or moderation required. The added benefit is that members can utilise this, instead of member only generated movement on the forum. We currently have 1400+ participants online. Earlier this year we started to utilise mailchimp as our main mailing program which is working better than expected and is much easier to use than the previous platform.

I would like to thank both Rod & Val Smith for their incredible dedication to the club and for doing a brilliant job in the role of Events Coordinators. Rod and Val will both still be actively involved in the club, just not in the formality of this role. On behalf of all the Committee and the Members thank you for your contribution over the years. As a small token of our application Rod & Val were presented with Life Membership at the 2013 Christmas Event.

We welcome Jo Mawson into the role of Events Coordinator. Although a new member to the club, Jo brings with her great experience and an unbeatable enthusiasm for all things club related. As always the event calendar is always changing and we all look forward to the next 12 months.

The focus for the coming year is continuing to attend and contribute to as many events as possible and trying to market to the club to new members, old members and to new supporters of the club to ensure our members get value for money from their annual membership fees. I would like to focus our efforts in the next month on an event management system to make bookings and payments easier for both the members and the committee who process these.

Financially the club remains in a strong position. I can confirm that the financial reports have been audited by Alkemade and Associates and all our club registration is up to date.

I would like to again acknowledge the hard work that each of our committee members put in. Without the team we would not be able to achieve the great things we do. Thank you for the hours you put in behind the scenes to make CCV one of the strongest clubs in the country.

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 2014. 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 2014 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 4th day of September, 2014

BMW CAR CLUB OF VICTORIA
ABN: 57 864 045 841

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, 2014, 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 Company Auditor 8040
ALKEMADE & ASSOCIATES
4th day of September 2014

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BMW Car Club of Victoria Inc.
Profit & Loss
July 2013 through June 2014

	Jul '13 - Jun 14
Ordinary Income/Expense	
Income	
Driver Training Income	13,926.70
Events Income	26,957.00
Interest Income	2,677.24
Magazine Income	22,245.00
Membership Fees	45,210.04
Merchandising Income	424.00
Total Income	111,439.98
Cost of Goods Sold	
Events Expense	47,378.38
Motorsport - Track & other	15,218.25
Total COGS	62,596.63
Gross Profit	48,843.35
Expense	
Administration & Audit	
Tax and Audit Fees	2,062.50
Administration & Audit - Other	2,472.15
Total Administration & Audit	4,534.65
Bank Charges	
Government Duty and Tax	634.54
Bank Charges - Other	36.25
Total Bank Charges	670.79
BMW Clubs Aust Conference	3,783.95
Committee Expenses	
Monthly Meeting expenses	844.09
Total Committee Expenses	844.09
Driver Training Expenses	
Track Hire	27,936.75
Driver Training Expenses - Other	700.00
Total Driver Training Expenses	28,636.75
Events Expenses	1,013.55
General Expenses	775.25
Insurance	833.15
IT	
Web, Forum & Hosting Expenses	2,023.50
Total IT	2,023.50
Magazine Expenses	
Office Supplies	941.57
Printing	16,941.83
Total Magazine Expenses	17,883.40
Member Refund	940.00
Membership Expenses	3,356.83
Photography Expenses	200.00
Postage	2,651.92
Stationery	83.34
Total Expense	68,231.17
Net Ordinary Income	-19,387.82
Net Income	**-19,387.82**

BMW Car Club of Victoria Inc.
Balance Sheet
As of June 30, 2014

	Jun 30, 14
ASSETS	
Current Assets	
Chequing/Savings	
BMWCCV Term Deposit	57,516.87
Westpac Andrew Gordon Bequest	7,762.52
Westpac Cheque Acc 033132 21926	2,182.36
Westpac Savings 033132 219398	10,551.05
Total Chequing/Savings	78,012.80
Accounts Receivable	
Accounts Receivable	2,790.00
Total Accounts Receivable	2,790.00
Other Current Assets	
Cash Advances	470.00
Merchandise Stock	1,000.00
Total Other Current Assets	1,470.00
Total Current Assets	82,272.80
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	**87,329.13**
LIABILITIES	
Current Liabilities	
Accounts Payable	
Accounts Payable	-66.00
Total Accounts Payable	-66.00
Total Current Liabilities	-66.00
TOTAL LIABILITIES	**-66.00**
NET ASSETS	**87,395.13**
EQUITY	
Member's Funds	56,601.31
Retained Earnings	50,181.64
Net Income	-19,387.82
TOTAL EQUITY	**87,395.13**

2015 BMW Clubs Nationals

What are you doing next Easter?

Don't be a bunny! Register now for your accommodation and selected events

Please go to the 2015 Nationals Website
www.bmwnationals.com.au
for all the Nationals Information, Nationals Newsletter Subscription, Registration and Accommodation Booking.

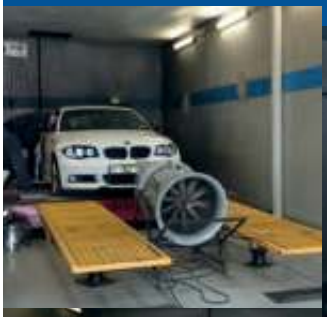
BMW Clubs Australia invites all members of the 9 BMW Clubs to join with their hosts, the NSW Drivers Club NSW, at Historic Windsor in NSW at Easter, 3rd to 6th April 2015. The event is being held at the Sebel Hawkesbury Resort and Spa with motorsport at Sydney Motorsport Park GP Circuit.

The fun starts on Good Friday with a get to know you barbeque in the Governor Phillip Ballroom at the Sebel. There is a very special Car Show in Windsor on Saturday, an exciting Theatre Restaurant dinner on Saturday Night, a Motorsport Supersprint day with Passenger Laps and Pace Car Laps on the grand prix circuit at the Sydney Motorsport Park and a tourist drive in the beautiful Blue Mountains for those not into motorsport on Sunday. This is followed by a Grand Presentation dinner in the Governor Phillip Ballroom at the Sebel Sunday night. To finish off there will be an interesting stayers event on Monday and much more. All the details are on the Nationals website http://www.bmwnationals.com.au/ A full on-line registration with all the elements and costings is available as is the Sebel Booking Form. You can subscribe for the Nationals Newsletter and the Nationals website will be continually updated with all the latest information.

Please reserve Easter and register to join the fun at as many of the Nationals elements as you can.

4B Performance Dyno Day

Written by Jenna Patan



On 16th August 2014 we had 30 different cars joined us for what was a day of very mixed results.

Whilst majority of people didn't care about the actual numbers obtained from the run's, it was very interesting to see that many of the new cars had software blocking the car's ability to be driven as required for the dyno runs. I even learnt that some of them now have a complicated way of entering the system to allow the driver to put the car in "Dyno Mode".

Unsurprisingly the Portelli's had some huge numbers (and a lot of noise) with their E36 Turbos putting on a show with 346.6 and 357.7kw runs. Stephen took out the most power with his incredible M5 at 413.4kw.

I would like to thank all the CCV Volunteers and also to Joel and his Team at 4B Performance for hosting a fantastic Club Event (and for looking after all the cars on the day without incident).

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DTM Going Global

Written by Stewart Adam

Where the three letters DTM once meant "Deutsche Tourenwagen-Meisterschaft" to fans at home in Germany, they now stand for

...a championship involving three marques - Audi, BMW and Mercedes-Benz...

– that has a growing global reach. The German Touring Car Championship, as it is now known, is going global through extension of its technical specifications to Japan and the USA. However, its reach to fans is already global through its smartphone Apps for Android cell phones and iPhones, PC games, and its use of YouTube to allow replays of each event. The 2014 season is not yet over, but BMW went from strength to strength, with young German BMW driver Marco Wittman taking out the 2014 Championship by the 8th Round at Lausitzring on 14 September 2014.

Introduction

The DTM began in 1984 with cars that were much closer to production cars than the teams of high-tech BMW M4 DTM, Audi RS-5 DTM and Mercedes-Benz C-Coupé DTM racecars that grace the field in 2014. The high-tech cars first hit the track in 1996, but really came to the fore in 2000 after a three season break. In the 20 years since the championship commenced, there have been some 20 different championship winners driving a variety of marques including Opel for a time. Mercedes driver Bernd Schneider has been the most prolific DTM winner over the period (DTM "DTM History 1984 - 2013" 2014).

After a 10 year absence, the 2012 season saw the return of BMW and its dominance in half of the ten races. BMW's success in its first year back in the DTM was largely due to Canadian driver Bruno Spengler (see Image 1) winning the driver's title. BMW took out the team and manufacturer's titles in that year (DTM "DTM History 1984 - 2013" 2014; WSOF 2014).

In 2014, BMW moved from the M3 DTM cars shown in image 1 and introduced eight M4 DTM cars managed by four teams: BMW Team RBM (DTM "BMW Team RMB" 2014); BMW Team Schnitzer (DTM "BMW Team Schnitzer" 2014); BMW Team MTEK (DTM "BMW Team MTEK" 2014); and BMW Team RMG (DTM "BMW Team RMG" 2014). The BMW M4 DTM cars (see Image 2) are powered by a 353 KW (480 BHP) / 500 NM (369 Ft-Lbs) 4 litre V8 coupled to a 6-speed sequential pneumatic gearbox with driver shift paddles (Conceptcarz 2014). Audi teams also run eight cars, while Mercedes-Benz teams run six cars (BMW 2014).

Image 1. Bruno Spengler – BMW Team Schnitzer M3 DTM, 2012 (DTM "DTM History 1984 - 2013" 2014).

Image 2. Marco Wittman leads – BMW M4 DTM, 2014

Technical Regulations

The technical regulations in force for season 2014 remain largely unchanged from 2013 and earlier, particularly with regard to safety matters that include six crash elements on the extremities of the cars, a combination of a monocoque and cage with a safety fuel tank, not to mention the HANS head and neck support system and a high strength steel roll-bar. The specialised components used in the cars are limited to 50 (5%) of the assembly components.

Each manufacturer comes up with its own aerodynamics, suspension and engines while performance weights may be added. The engine and two spares must last four race weekends. The full list of DTM specified items includes: Brakes from the same manufacturer (AP); Drag Reduction System (DRS) using a rear foil for a speed boost if within a two seconds proximity of a car ahead; all vehicles use the same Bosch ECU; V8 engines with a 90 degrees angle bank with two air restrictors; ARAL Ultimate 102 fuel; a specified gearbox/differential unit; two versions of Hankook tyres (more on this next paragraph); a specified minimum total weight of car and suited driver of 1,120 kgs (DTM "Technical Regulations" 2014).

There are two versions of Hankook tyres that must be used in the races – a standard tyre (white lettering) and an 'Option' tyre (yellow lettering) that must each be used for 50% of the race of some 47 to 49 laps depending on the circuit. Front tyres are Hankook Ventus 300/680 18 inch, while the rear tyres are 320/710 18 inch tyres (Hankook 2013). The strategies that teams use with regard to which tyre type they start on has a great effect on the outcome of each race. After qualifying, some teams nominate to start on standard tyres which means that when they change to the 'option' tyres in the second half, they will be chasing down those who started on the 'options' and therefore had a speed benefit in the first half of the race. There have been instances where a team has got the maths wrong and their car has stayed on the first-used tyres (usually option tyres) for a lap too long and has suffered a 'drive-through' (the pits) penalty – which usually means that car loses the chance for a podium finish.

The 2014 championship to date

In Round 1 at Hockenheim, Marco Wittman had his maiden victory. While he came 3rd in Round 3 in Budapest, Round 5 in Moscow, saw Wittman take his second win of the season with Bruno Spengler in P2. In Image 3, we see Marco Wittman on 'option' tyres during Round 6 at Spielberg, Austria (Red Bull Ring). Canadian Mercedes-Benz driver Robert Wickens (Team HWA – <hwaag.com>) came close to winning Round 6 but for a contentious release onto pit lane that saw team management arguing

Image 3. Marco Wittman on Hankook 'options' in Round 6, 3 August 2014

with race control. This meant that BMWs filled the first four places with Audis in the next four positions. This third win of the season to Marco Wittman saw his championship lead extended to 95 points while Audi driver Mattias Ekström was on 56 points, and Bruno Spengler on 42 points.
In Round 7 at Nürburgring on 17 August, Wittman took another win and extended his lead by 64 points to a total of 120 points. In Round 8 at the Lausitzring, with two rounds still to go, Wittman came in 6th place thereby winning the 2014 championship with an unassailable 128 points. At 24 years old, the former go-kart, German Formula BMW and Formula 3 driver is the youngest German DTM champion ever. This win gave BMW its 50th victory in the DTM.

The full standings in the driver championship are available on the DTM website (DTM "Standings" 2014). In Round 8 at Zandvoort, Maco took second place. With one more round to go, culminating at Hockenheim Baden-Württemberg on 19 October 2014, BMW are already the winners.
Going global.

Back in 2012, representatives of the Japanese Super GT and the IMSA (International Motor Sports Association) got together with DTM representatives and set up a steering committee that would spearhead the development of a world-class interleague championship. The committee has announced that this new expanded championship will kick off in 2015 in China or Japan (TouringCarTimes 2014; Conceptcarz 2014; Racecar-Engineering 2014).

This co-operation and licensing deal will mean that the American Le Mans Series and Grand-Am will combine in 2015 and become United SportsCar Racing (USCR) and DTM races might be run as support events. Alternatively, they may be run standalone or be used to boost NASCAR and IndyCar weekends (autoblog 2013). Whichever way one looks at it, the DTM is breathing more life into motor racing on the global scene. This bodes well for fans, drivers, an expanded number of manufacturers (e.g., Audi, BMW, Honda, Nissan, Lexus, Mercedes-Benz), sponsors and media. It all adds up to an exciting DTM future.

References *www.stewartadam.com/TopMarque/dtm-references.pdf*

ANOTHER BEST M3?

Written by Paul Kertes

My first BMW wasn't an M3, but I have been fortunate enough to have owned (at least the finance company has) every one of the now 5 models of M3 since its inception in 1986, except the e36 M3 – which at least I have driven on road and track. An early model e46 3-series was my introduction to the marque, and I soon came to appreciate the sheer driving pleasure which is the motto of the company. It seemed a natural progression to the pinnacle of the 3-series, so my first M3 was a Cosmos black e46 M3 purchased in 2000. To me, this was the ultimate driver's car in the real world (ie where you drive to and from work each day, have a family and actually need to carry luggage sometimes), and my passion for the M3 has continued unabated since then. An original e30 M3 joined the household a few years later, a Japan spec Alpine white car, RHD converted, which came from the first 5000 rushed through by BMW in late 1986 for homologation purposes. In 2007 after 2 leases and nearly 100,000km on the odometer, the e46 made way for a Melbourne red e92 M3 with manual 6-speed gearbox. Another 2 leases and over 90,000km later, that car made way just a few weeks ago for a new Sakhir orange f82 coupe with manual 6-speed gearbox – although now BMW call this an M4, which slightly spoils the continuity in my mind as all my M3s have been coupes.

Inevitably we make comparisons between these models. Motoring journalists of course make a living out of testing and writing about cars and they love comparisons, although sometimes they are contrived. I stopped regularly buying motoring magazines quite some years ago when I realised that the journos were mostly full of shit. Their focus seemed to be on how cars performed on race tracks and how they behaved at the driving limits, and their articles were often biased opinion and not always consistent; for instance in one single magazine recently the new M4 was both criticised and lauded for its steering in two separate articles in the same edition. There is an occasional perfunctory nod towards how a car behaves on suburban roads as a daily driver, but this is rarely the basis for comparisons. For instance, the M3 has been regularly compared with the Porsche 911 – now, the Porsche is a terrific car and drives beautifully as well but you can't put anyone in the back seat and you can't carry luggage much bigger than your lunchbox, plus it typically cost a lot more than an M3, so in my mind there is no comparison between them as a daily driver in the real world.
So, in this article for what it's worth, I will share my thoughts about the various M3 models I have owned/driven and how they compare in a real world scenario.

Firstly, I will make it clear that this endeavour is really an exercise in nit-picking, because every M3 ever produced has been a fantastic car in its own right. Of course the erosion of time makes some comparisons inequitable, given the advances in technology from 1986 to 2014. It is probably fairer to compare each model with the one which immediately preceded/followed it, on the assumption that each new model should be "better" than the one it replaces, although that is also a fraught exercise as it depends on the definition of "better". Each model M3 has been larger, better finished and equipped, technologically more advanced, more powerful and of course faster than its predecessor. Does this necessarily make it a better car in all respects? In my view each M3 has had its own distinct "personality", a certain feel in the car and on the road, in some ways better than the other models and in other ways perhaps not quite as good. The one constant is that they all handle magnificently.

In chronological order, I'll start with the e30 M3. A small coupe compared with later models, it had the boxy shape of the e30 series in general but clearly stood out from the crowd with its flared guards, raking rear window and that prominent spoiler. Inside it was standard fare e30. Seats not hugely comfortable and a rather harsh ride with that firm race-bred suspension. Acceleration was great for its era but 0-60kph in 6.9sec nowadays doesn't really impress much, although like most M3 models, it was at its best when revved hard and high. Where it excelled was in its handling, an absolute joy to throw into and through corners with power oversteer so predictable and progressive you could control it with one finger on the wheel. Furthermore, without all the electronic gizmotronics typical of modern cars, the feedback through the steering wheel was superb – you really could feel the road through your fingertips and know what each wheel was doing at any given time.

The e36 M3 was perhaps the biggest advance from one M3 model to the next. Bigger, much more modern and plush interior with better equipment all round, more comfortable ride, plus the move up to a straight 6, perhaps the quintessential M3 engine. Everything about it was more advanced by a long way, but it didn't really stand out from the crowd in its looks and there was a slightly sedate feel about how it went about its business. A great car but perhaps the M3 model which least grabs you by the scruff of the neck in terms of driver involvement. However

since I haven't owned one, perhaps I am being a bit unfair basing my comments on a more limited driving experience with this model.

The e46 M3 had a totally different personality. A more aggressive stance with its flared wheel arches, quad tailpipes and other styling features, this was arguably the best looking M3 ever. The BMW design team got the proportions and design just right on the e46 3-series. A lot more power than the e36, it also had that manic high-pitched metallic sounding screech to the engine note. It was a fabulous all-round sportscar, comfortable yet firm ride, excellent steering, beautiful chassis balance and probably the perfect size. It was well differentiated from the powerful GT style of the M5, yet so obviously several rungs above the rest of the e46 range. It was equally at home driven quietly as a practical daily driver as when driven on the limit around the racetrack. Perhaps the only mistake I made with my e46 M3 was to try the SMG-2 gearbox. It was fantastic on the track but at times a nuisance as a daily driver, particularly at very low speeds when it didn't always do just what you wanted it to. In automatic mode it was a dog, but I think that was a good thing (see below).

Next came the e92 and didn't it cause an outcry from the purists. How dare BMW put a V8 engine in an M3! Most motoring journalists complained about the relatively muted engine note compared with the wild scream of the outgoing e46; these same journos are now whinging about the different engine note of the new f82 car compared with "roar" of the outgoing V8! How soon they forget….. I didn't actually mind the V8 or its sound, which at high revs was pretty good, but it came at the cost of awful fuel consumption.

Although it was only a little larger than the e46 M3, it felt somehow a lot bigger when sitting inside, and there were times when I felt that it was starting to resemble an M5 a little too closely for my liking. It looked good compared with the e90 range 3-series cars, but not as beautifully proportioned as the outgoing car. However it drove superbly, had an immediate throttle response and plenty of power as you went up the rev range. It also had the best steering of any M3 ever, even if the feedback wasn't as pure as the e30. You turned the wheel and the car immediately and without question or hesitation pointed its nose at where you wanted to go. It was a terrific car to drive, although more refined and less "raw" in personality compared with the e46, so perhaps not quite as involving.

And now I am lucky enough to have the latest M coupe, but it isn't called an M3 anymore! The M4 styling is pretty good, reasonably differentiated from the rest of the 4-series cars and it has a more aggressive stance than its predecessor, although from some angles it looks just a little odd – from a low 45o front view the snout seems to droop a bit from the bonnet bulge forwards – not quite the

purity of design of the e46. Inside the car looks great, classy interior at last and driver-centric with lovely low sculpted seats and perfect pedal placement. There is a slightly more sporty feel to it inside than the e92, but it is still a big car (4mm wider than the e92) and I wish BMW would just scale back the size of the M3 (M4) just a little bit – but maybe I'm being picky. I agonised for ages as to which gearbox to choose – the paddle-actuated DCT is very good although to drive manually with 7 gears requires a lot of work, even if you could just leave it in 4th all day. In "automatic" mode it's so much better than previous versions but herein lies its problem – it's too good. It is so tempting and so easy to just drive in automatic most of the time (and I'll bet that's what most owners will do) but that seems wrong to me – the M3 is one of the world's best driver's car and as such it should be driven properly, not in automatic mode. So I went for the 6-speed manual which is terrific, better than all previous models, shorter throw and clean, precise shifts. The engine is excellent but sounds like no other M3 before it, a deep throaty sound with turbo accompaniments; I don't really like the fake augmentation of piping the engine sound through the speakers, which makes it sound partly synthesised. However what I do like very much is the masses of torque now available from very low down in the rev range. Again, the motoring journos have whinged about this but who drives a car at 8000rpm all the time on the roads? IMHO the one slight deficiency of the M3 engine all these years is exactly that – the power all came at high revs, and low down (where we drive every day) they were not quite as exciting. At last BMW have fixed this problem and I for one love it – not to mention the estimated $500 per year in fuel it will save me compared to the V8. All that low down power means you need to be a little more gentle and precise with the right foot as the back lightens up so easily with too forceful power application, and you don't want the DSC kicking in all the time (especially in the wet). My car is still in run-in mode so I haven't had a chance to push it hard yet but so far no complaints about the throttle or steering responsiveness, although maybe just not quite as perfect as the e92.

So can we really say which is the "best" of all the M3 models? They are all great cars, all different in style and feel and personality. All I can say is that I was extremely sad to part with my e46 M3 when it came time to sell it – it really was a great all-round driver's car in all respects. I loved the V8 but was not nearly as heartbroken when it was time for it to go. I am getting to learn and love the new M4 and I think it IS better than the V8. But I will never part with the e30...

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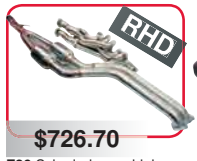

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-**E46** 30/20 mm... $182.56
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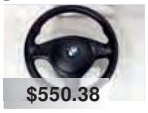
2003 Car no.: 1620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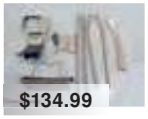
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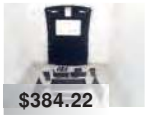
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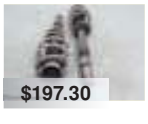
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HAUNTED HILLS HILL CLIMB

Written by Jess Bell

The 2014 Haunted Hills Sprint Round was my first ever time at the Haunted Hills track. The last time I remember attending a hill climb with the club, I was barely tall enough to see over the steering wheel!

Aside from the absolutely horrible weather, a fantastic day was had by all who attended. It was definitely a case of stay on the black stuff or you would not have a good time! Luckily, there were no big dramas and the day ran smoothly.

We ran two tracks, the figure 8 and the track around the outside.

Thanks to all those who came and stuck out the weather! I definitely won't be missing the next one, hopefully the weather is a little better!

FINALLY!
SUB 2 MINUTES AT PHIILLIP ISLAND

Written by James Waldie

The circuit on Phillip Island is 4.5km of ducking and weaving tarmac right on the Bass Strait coast. It is beautiful, challenging, and quite rightly regarded as one of the world's great racetracks. The professional MotoGP, Superbike and V8 Supercar racers all love it, as do the weekend warriors. We are lucky it's so close to Melbourne because as BMWCCV members we have plenty of opportunities to drive it and experience it ourselves.

For many years I had seen the V8 Supercars and MotoGP races on TV, lapping the circuit in about one and a half minutes. My first drive was in February 2012, and what a day! The circuit had it all - tight chicanes, fast straights, blind crests, long corners and my favourite part: the daunting Turn 1 (Doohan Corner) taken at speeds approaching 200km/h after only a momentary brush on the brakes at the end of the front straight. My little 130i seemed to enjoy being let off the leash, and my best lap time on the day was 2:02.6591 according to the official timing equipment. I heard that a very simple threshold existed: if you could hustle your daily driver around in under 2 minutes, you knew you were travelling. The E30 racecars, by comparison, had an average qualifying time for the last meet at 1:58.23. The challenge was set, but I had to do it by improving myself, not purchasing go-faster parts such as semi-slick tyres, better suspension or big brake kits. The car would remain stock, on street tyres, and it was up to me to drive my car better, and find those 2.7 secs.

Track clinics at other circuits would help. Driving under the tutelage of our own professor of pace (Graeme Bell) and other instructors taught me a great deal. I even did a day with Peter Fitzgerald at Winton. Some of the key lessons were to use as much of the road as possible, identify the key corners leading onto straights, identify how aggressively you could attack each curbing, to look after your tyres, and to keep looking up. However, a lot of the advice from different instructors would vary, and even contradict previous direction. The most obvious was whether to brake completely before the corner and drive through on the throttle, or to gradually lift off the brakes until the apex (trail brake), with gradually more throttle coming out. Advice on the fastest line was also varied, particularly on some of the double-apex corners and the last chicane. The best approach would vary with my competence and confidence, the characteristics of the car, the weather, the performance of the tyres, and many other factors, and I had fun exploring all that I had learnt.

My next track day at the Island was later in 2012, and I managed a 2:00.8894. I was getting there! Some more experience on other tracks, and in 2013 it was getting down to 2:00.7878. I felt I was driving so much better, but finding tenths was obviously getting more difficult. I found that my car was much faster when the fuel tank was nearly empty, so I had a jerry can and was keeping just enough fuel in it for a few sessions at a time. Low fuel was lighter, but also maybe the

balance was better too? I was conscious that I was pushing the standard brakes very hard, and that the risk of damaging (or worse – crashing) my daily driver was increasing the harder I drove. There were also concerns for my safety, especially as I had just become a father. I was only tenths away – surely that was achievable!

February had the first Phillip Island track day for this year, and I was sharing the car with a friend who was previously the driver for his Formula SAE team at University. The opinion of his support crew was that the tyres had been severely heat cycled on too many track days, and were now hard as rocks. While the weather was terrific, I could only manage a 2:02.4195, and he was a few seconds slower still. In the wet on the road, my tyres were now dangerous, and so some new tyres went on in time for the next sprints in April. Confidence was high, my spirits were up, and I was expected to smash the 2 minute barrier! Despite epic new grip, all I could do was 2:00.1115. My fastest yet, certainly, but I had everything in my favour, and I was still coming up short... I was devastated. I tore off the scrutineering tag, my sprint numbers and battery sticker, scrunched them up and threw them out. This whole thing was stupid. The goal was impossible. Maybe I should do something else...like lawn bowls? I had fun playing that – perhaps I should take that up instead?

The Island was calling me again by the time I got home, and I knew I couldn't give up. Perhaps I was struggling with the new traction? It's tricky to re-baseline all your braking and turning points, to change your line according to the new grip, to sometimes use different gears than before. You can brake harder with better grip, which means braking a little later, but you can also corner faster, which means you don't need to brake as much, so you can brake later still. But you can also accelerate earlier and harder out of corners, which means you approach the next corner faster, so you feel you need to brake earlier... Even so, I felt I was absolutely on the limit by lunchtime. Where else can I improve?

I remembered seeing a comparison of Sebastian Vettel and Mark Webber, back when Vettel was dominating. A photographer had taken shots of each of them at the same point attacking a tricky little 'S' chicane. At the entry, Webber was still looking at the first apex, but Vettel had his head turned, his eyes raised, and was focused on the exit. The contrast was stark, and reminded me of previous instructions to look up: to not get fixated and fiddle around perfecting the track just before the bonnet, but to address the best line through the whole corner.

Phillip Island again, another early start, and my race face was on. Keeping my eyes up, my best in the first few sessions proved to be a 2:00.0434. As an eyeblink takes 100 to 400 milliseconds, I needed to find less time than half the fastest eyeblink possible... Something was wrong though – the track had been quiet for a while, nobody was going out. Then the PA asked for volunteers to help clear oil from the first corner. Soon I found myself down at that hallowed curve, standing in the middle of it sweeping sawdust, and what a revelation! It is quite heavily banked, and there is substantial runoff. Previously I had an only seen grass and barriers, and coming off at Turn 1 meant a long fast slide into something very hard. Now I knew there were large expanses of tarmac over the outer curbing, ready to serve the driver who had gone in too hot. My fear was diminished...

Rain was teasing us that afternoon, seemingly only coming down during my sessions. During the next dry session, I was struggling to find some clear track, but I felt significantly faster through turn 1. On my last fast lap I came across an older GT-R at the last chicane, overtook him, and sighed when I saw the chequered flag...another day failed. Get out of the car and check my best time...a 1:59.2576! Unbelievable! I had smashed the 2 minute barrier in traffic! I was elated, but surprised how I had found that much more time. Perhaps next time, without traffic, I can go even faster!

Time for a new goal – any ideas?

MEMBERS MEETING AT SOUTH YARRA BMW

Written by Jenna Patan

The BMWCCV Members were treated to a fantastic night at South Yarra BMW on Monday 4th August 2014. Marketing Manager Matthew Taylor and the team from Bayford hosted over 40 members for an up close and personal look at the new M3 & M4 only days after the official launches and for a tour of the dealership.

Thank you again to Matt and the team for hosting such a great Members Meeting and donating a very generous prize to the winner of our first BMW "Knockout" Trivia session.

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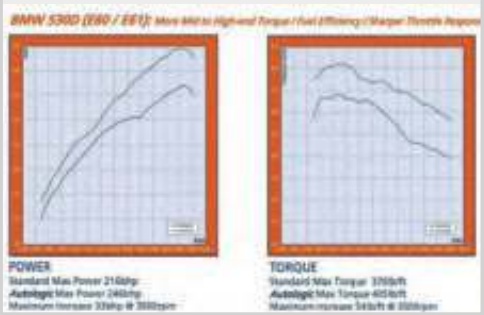

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BMW E30 (& Invited) Drivers Cup

BMW E30's	Car #	Round 1	Round 2	Round 3	Round 4	Round 5*	Round 6	Dropped Round	Dropped Points	Cumulative totals	Current Position
Sean Bell	28	1	3	6	1	2				112	1
Brian Bourke	27	7	5	2	2	4				97	2
David Levy	77	4	8	1	4	8				92	3
Michael Stillwell	6	6	10	3	6			5	0	61	4
Geoff Bowles	24	3	6			3		3	0	60	5
Gary Pearce	50	5	9	4	9			5	0	58	6
Alan Saint	25	1	1					3	0	50	7
Stan Armstrong	121				3	1		1	0	50	7
Jim West	55	8		5	8			2	0	42	9
Chris Bell	29				5	10		1	0	32	10
Glen Potter	66				7	9		1	0	31	11
Anthony D'Anna	45	9	2	7				4	0	29	12
Simon Mitchell	99					5		1	0	21	13
Ray Kwong	88					6		1	0	20	14
Jessica Bell	30					6		1	0	20	14
Graeme Bell	31		4					1	0	18	16
Mark Gorgovski	87		7					1	0	14	17
Riko Partoosh	21				10			1	0	11	18
Brad Rodwell	39							1	0	0	19

** 5 bonus points for going to Wakefield*

Audi 80's	Car #	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Dropped Round	Dropped Points	Cumulative totals	Current Position
Adrian Taranto	38	1	1	2		1		4	0	97+5	1
Wayne Dekker	2	2	2	1				4	0	69	2
Simon O'Keefe	71		3					1	0	20	3

BMWCCV Clubsport Championship 2014

Overall Results

Rank	Competitor	Car	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Total
1	Jessica Bell	BMW E30	7	9	10	9	9	44
2	David Mackrell	BMW 325i	10	8	8	8	8	42
3	Paul Kertes	BMW E30 325i	9	10	8	10		37
4	Brian Bourke	BMW E30	10		10	9		29
5	James Parissis	E46 M3				9	9	18
6	Rodney Smith	BMW 320i	8			9		17
6	David Coceani	E46 330ci s				9	8	17
8	James Waldie	BMW 130i	8	8				16
9	Chris Bell	BMW E30 325i			7	7		14
10	Graeme Bell	BMW E30 325i			6	6		12
11	Russell Shepherd	BMW 318ti	10					10
11	Jordan Caldwell	BMW 318ti		10				10
11	Keith Olsen	E92 M3Racecar					10	10
14	Brian Cooper	BMW E36 325i	9					9
14	Keiran Glass	BMW 318is	9					9
14	Kenneth Yeo	BMW 135i	9					9
14	Matthew O'Neill	BMW E30 325i			9			9
14	Matt Sears	BMW E46			9			9
14	Stan Armstrong	BMW E30 325i			9			9
14	Brent Ottley	BMW 318is		9				9
14	Andrew Bourke	BMW E30 3l m3		9				9
14	Dong Li Zhi	BMW E30 325i		9				9
23	Tom Binks	BMW E30 325i	8					8
23	Stuart Fisher	BMW E30 325i	8					8
23	Timothy Lee	BMW 1M	8					8
23	David Lumb	BMW E30	8					8
23	Les Sears	BMW E46			8			8
23	Colin Joss	BMW E36 M3			8			8
23	Alex Caldwell	BMW 318ti		8				8
23	Sally-Anne Hains	BMW M3 csl		8				8
23	Matt Draheim	BMW E30 325i		8				8
23	James Yun	BMW E30 325i		8				8
23	Mike Whitford	M635i				8		8
23	Dean Kennedy	320D				8		8
23	James Smith	E30 320i				8		8
23	JoMawson	E30 320i				8		8
37	Warren Kulpa	M535i					7	7
38	Riko Partoosh	BMW E30 325i			5			5

BMWCCV Clubsport Championship 2014

Class Results

Class Rank	Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Total
	BMW Standard Under 2.0 Litre						**Class A**	
1	Dean Kennedy	320D				8		8
	BMW Modified Under 2.0 Litre						**Class B**	
1	Rodney Smith	320i	8			9		17
2	Russell Shepherd	318ti	10					10
2	Jordan Caldwell	318ti		10				10
4	Kieren Glass	318is	9					9
4	Brent Ottley	318is		9				9
6	Alex Caldwell	318ti		8				8
6	James Smith	320i				8		8
6	Jo Mawson	320i				8		8
	BMW Standard 2.0 to 3.0 Litre						**Class C**	
1	Dong Zhi	325i		9				9
2	Stuart Fisher	325i	8					8
2	James Yun	325i		8				8
	BMW Modified 2.0 - 3.0 Litre						**Class D**	
1	David Mackrell	325i	10	8	8	8	8	42
2	Jessica Bell	325i			10	9	9	28
3	Brian Cooper	325i	9					9
3	Matt O'Neill	325i			9			9
5	Tom Binks	325i	8					8
	BMW Standard Over 3.0 Litre						**Class E**	
1	James Waldie	130i	8	8				16
2	Ken Yeo	135i	9					9
	BMW Standard M						**Class G**	
1	Tim Lee	1M	8					8
	BMW Modified M						**Class H**	
1	Matt Sears	E46 M3			9			9
1	Andrew Bourke	E30/6 M3		9				9
3	Les Sears	E46 M3			8			8
3	Sally-Anne Hains	E46 M3 CSL		8				8
3	Mike Whitford	M635i				8		8
4	Warren Kulpa	M535i					7	7
	BMW Racing Class Under 3 Litre						**Class I**	
1	Paul Kertes	E30R	9	10	8	10		37
2	Brian Bourke	E30R	10		10	9		29
3	Jessica Bell	E30R	7	9				16
4	Chris Bell	E30R			7	7		14
5	Graeme Bell	E30R			6	6		12
6	Stan Armstrong	E30R			9			9
7	David Lumb	E30R	8					8
7	Matt Drahiem	325i		8				8
9	Riko Partoosh	E30R			5			5
	BMW Racing M & Over 3 Litre Racing/ Forced Induction						**Class J**	
1	James Parissis	E46 M3				9	9	18
2	David Coceani	E46 330cis				9	8	17
3	Colin Joss	E36 M3			8			8
	BMW Ladies Class						**Class K**	
1	Jessica Bell	E30R	7	9	10	9	9	44
2	Sally-Anne Hains	E46 M3 CSL		8				8
3	Jo Mawson	E30 320i				8		8

Welcome all our new BMWCCV members

Dianne Tepper	Sedan	2006
	Ford Mustang	1967
David McSteen	E24 635csi	1986
William Salis	2002	1973
Leigh Albert	E30	1988
Alan Smith	1600	1970
Gary Martin	Roadster	2007
Sandra Gigliotti	E30 325i	1988
Bennett Vervaart	323i	1985
Greg McCracken	535i E28	1987
Joseph Frawley	E36 320i	1990
	E30 325i	1987
	E30	1986
Glen & Kelly White	M635csi	1985
	525iT	1993
Dylan Best & Georgia Bozikis	M3	2002
Thomas Raunik	528i	1983
Timothy Salzmann	E30 318i	1985
Robert McFarlane	318i Baur	1985
Stephen Malzard	Chev	1988
Christopher Puttman	E30 325i Conv.	1987
	E92 320d Coupe	2012
Robert Garnsworthy	E30 M3	1988
Donald McDonald	E89 Z4	
Gary & Milaela Redlich	E36 M3	2004
Bill Kwok	M3	2001
Matt Kok	535i	1989
Kirk Docker	633csi	
Rick Van Heumen	E30 525	1989
Andy Spry	E30 318i	1989
Baden Whitehead & Helena Sjoblad	E30	1985
Glenn & Dylan Robinson	325is	1989
	330ci	2001
	Honda S2000	1999
John & Danute Aglinskas	328i	2000
Ricardo Salinas	2002	1973
Alan Joy	E36	1998

Richard McGlade & James Wilson	X3 30d	2013
	E30 318i	1990
Mark Di Giulio	E30	1990
	535i	2010
Renato Tumino & Caroline Baldacchino	635csi	1986
Mile Elwell	635csi	1987
Julie Ann Barton	318i Conv.	1983
Malinda Koralagamage	E30	1986
Igor Kay	M3	2001
Shaun Nolan	325i E46	2005
	M535i E28 R	1987
Peter Williams	220i	2014
Shannon Tapia & Krystal Hodgens	E34 525i Touring	1995
	E30 323i	1985
Ben House	X5	2008
Craig & Rebecca Parry	325i	1994
Marc & Julie Sticca	CS Coupe	1971
Tim Sparks	E92 V8 M3	2009
Mark Jolley	325e	1986

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SOUTHBANK VIC 3006
Tel: (03) 9268 2266

BMW MELBOURNE KINGSWAY
209 Kingsway
SOUTH MELBOURNE VIC 3205
Tel: (03) 8699 2888
Contact: George Stavris
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145 Williams Road,
SOUTH YARRA VIC 3141
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Alan Irwin (Parts);
Zac Weiss (Service)

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CAMBERWELL VIC 3124
Tel: 9889 1866 Contact:
Tony White (New & Used Cars)
Gilbert Nayna (Service).
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MORNINGTON BMW
181 Tyabb Road,
MORNINGTON VIC 3931
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Sean Bell (Service & Parts).
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www.morningtonbmw.com.au

OAKLEIGH BMW
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Richard West (Service)

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Nick Bishoff (Used Cars)
Ashley Sprague (Service)
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DONCASTER VIC 3108
Tel: (03) 8848 0000
Contact:
Samuel Gibson (Service);
Nick Barret (Parts);
Anthony Roberts or
Craig Hendrickse (Sales)

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