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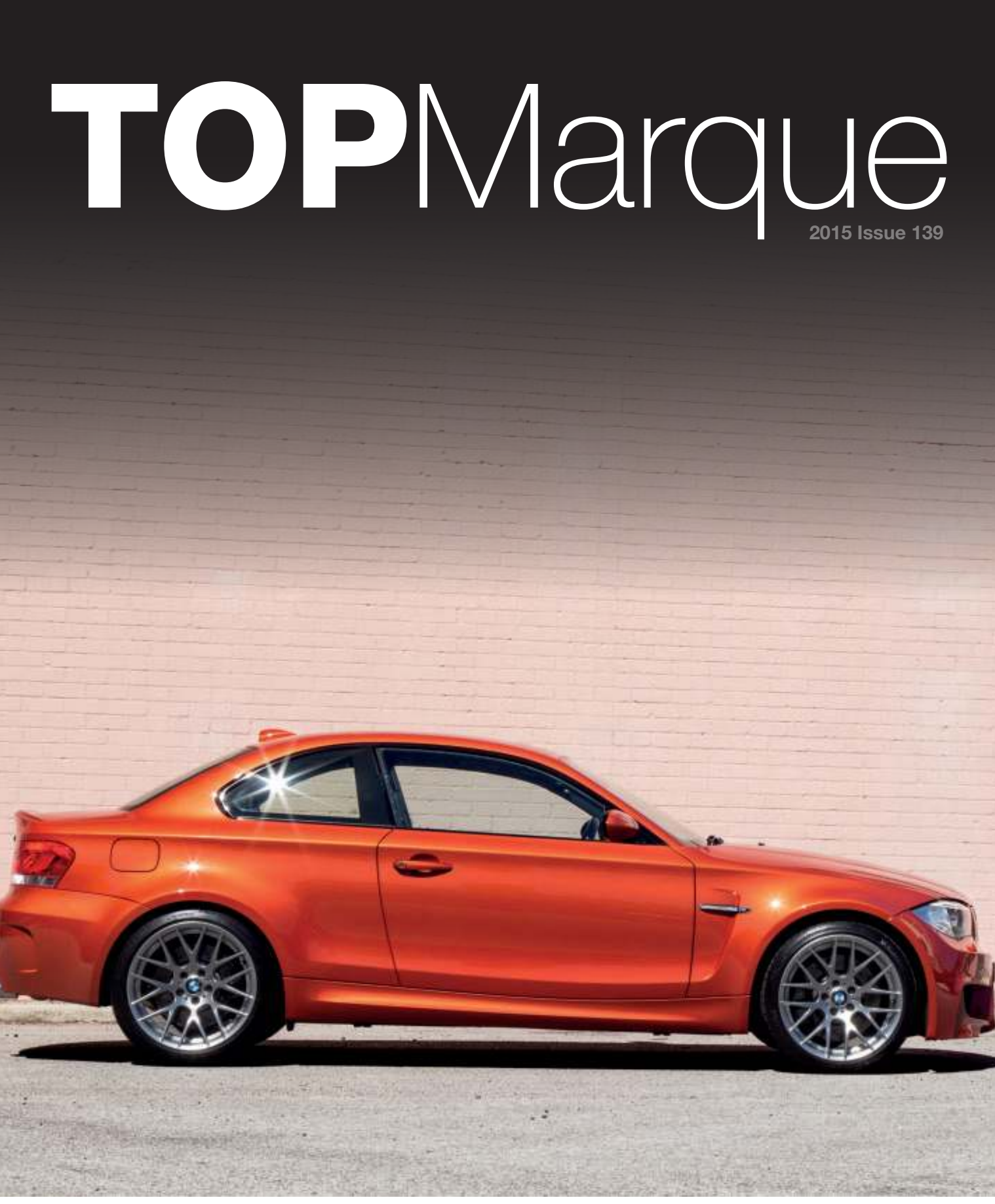
2015 Issue 139



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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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On the Cover: BMW 1M - Photographed by Leigh Kelly - Vehicle supplied by Jefferson Prestige

From the editor

Hello everyone,

I hope you all had a wonderful Christmas, and for those of you who had a break like I did, I hope you all enjoyed it!
I've not got much to report on this quarter. The only thing I really need to bring to your attention is the change in Club Plates.

As of 31 January there are some new changes to the club permit scheme that you all should be aware of. The following are the new requirements that will come into effect on that date:

• When signing new club permit applications, club safety officers/scrutineers will be required to complete a Vehicle Eligibility and Standards Declaration form declaring that the vehicle is eligible, safe for use on the road and that it meets the applicable requirements for the category of vehicle for which the club permit is sought.

• Initial club permit applications (not renewals) for vehicles manufactured after 31 December 1948 will need to be accompanied by a current certificate of roadworthiness.

• For pre-1949 vehicles, clubs will continue to conduct their own safety inspection (which may be a certificate of roadworthiness or a club safety inspection based on VicRoads' guidelines).

• New modification guidelines specified in the Guidelines for modifications to vehicles operated under Victoria's Club Permit apply.

• If an initial club permit application is submitted for a vehicle that is modified outside of the appropriate modification guidelines, a Vehicle Assessment Signatory Scheme (VASS) approval certificate covering the modifications must be provided with the permit application.

• An "M" club permit plate will be issued to identify modified vehicles where a VASS certificate has been provided.

I highly recommend you further read the full changes at the BMWCCV website:
http://www.bmwccv.com.au/club-permit-scheme/

and on the VicRoads website:
https://www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit-scheme/changes-to-the-club-permit-scheme-from-31-january-2015

Don't forget, if you would like to put something in the magazine, please do send it on to me at editor@bmwccv.com.au

I look forward to seeing you all at some 2015 events!

Jess.

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What's On

Date	Event	Location
1 February	Members Meeting Lunch	Creative Custom Cars, Dromana
22 February	RACV Classic Car Display	Mornington Racecourse
7 - 8 March	E30 Racing Round 1	Winton Motor Raceway
11 - 15 March	Grand Prix Display	Albert Park
22 March	Drive Day	Mornington Peninsula
3 - 6 April	BMW Car Club Nationals - Sprint Round 1	Sydney
12 April	Sprint Round 2	Calder Park Raceway
18 - 19 April	E30 Racing Round 2	Phillip Island Grand Prix Circuit
16 - 17 May	E30 Racing Round 3	Sandown Raceway
23 - 24 May	Great Ocean Road Cruise	Great Ocean Road
31 May [TBA]	Sprint Round 3 [TBA]	Haunted Hills [TBA]
14 June	Sprint Round 4	Broadford
20 - 21 June	E30 Racing Round 4	Wakefield Park Raceway
27 June	Founders Dinner	The Langham, Southbank
4 - 5 July	E30 Round 5	Winton Motor Raceway
18 - 19 July	Driver Training/Sprint Round 5	Winton Motor Raceway
15 - 16 August	E30 Round 6	Phillip Island Grand Prix Circuit
16 August	Sprint Round 6	Phillip Island Grand Prix Circuit
5 September	Sprint Round 7	Sandown Raceway
26 - 27 September	E30 Round 7	Winton Motor Raceway
24 - 25 October	E30 Round 8	Phillip Island Grand Prix Circuit

** 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.

Great Ocean Road Weekend

Saturday 23 - 24 May, 2014

Cruise to see the Orways, Loch Ard Gorge and the 12 Apostles in loving memory of Jean Whelan

RSVP is essential and required before Monday 4th May 2015

Tour the Great Ocean Rd, Port Campbell with Sunday lunch at Chris's Restaurant, staying overnight at The Loch Ard Motor Inn. Accommodation, lunches, dinner and breakfast @ $250.00/head twin share basis. All drinks and optional 12 Apostles Helicopter Flight at own cost.

Bookings essential and any questions to Tony Whelan, on 0418 509 171or email: secretary@bmwccv.com.au

---

Member Name(s):_____ Member No:_____
Email Address: _____ Mobile No:_____
Accommodation, lunches, dinners and breakfast:
No# of People: _____ @ $250.00/head = _____
Option of 12 Apostles Helicopter Flight:
No# of people: _____ @ $145.00/head = _____ TOTAL:_____

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35th Anniversary Founders Day Dinner

Saturday 27th June, 2015

The Langham, Melbourne, Southgate Centre, 1 Southgate Avenue, Southbank

RSVP is essential and is required before 10th June 2015. **We are offering an early bird special. If you book and pay before 31st March 2015, you will be in the running for free valet parking valued at $64.**

BMWCCV invite all members to join us for a Black Tie dinner for our 35th Anniversary. The evening will commence at 6.30pm with pre dinner drinks and canapés and will include a 3 Course Meal, Drinks, Prizes and a live music.

The Langham offers luxury accommodation from $295 per night per couple, so if you are wanting to make a weekend of it as well please contact Jo Mawson to arrange a special accommodation package.

Dress: Men- Black Tie formal / Ladies- Formal gowns.

Bookings essential please contact Jo Mawson on 0412 661 900 or email: events@bmwccv.com.au

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Member Name(s):_____ Member No:_____
Guest Name(s): _____
Email Address: _____ Mobile No:_____
Members and Partners: No# of People: _____
@ $95/head EARY BIRD or $110/head after 31.03.15 = _____
Non Members: No# of people: _____
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WANT TO PUT YOUR BMW ON TRACK?

NORTHERN BM

'Whitey'... 02 Goodness

Written by Bill Morrison

There is just something about these cars that gets and keeps you in.

Way back in the late 60s, the US awakening to the 02's understated capability was dramatic as was what they did to saving BMW around this time. In some circles cited as one of the 10 most significant cars of all time.

The superlative piece by David E. Davis Jnr in 1968, "Turn Your Hymnals to 2002" pronounced to the US driver that things would now be different with this boxy compact 'sports saloon' 2 door to shame the extravagantly finned yank tanks double its horsepower. So with such seminal announcements, the Teutonic tenant of 'Form Follows Function' 02's changed the thinking of motoring enthusiasts around the world.

Only having dreamed to ever owning one in my younger years, I took the plunge in the early 80's, selling my Sunbeam Alpine and buying a 74 tii "Squary" and then having to let it go and endure homogenized, insulated capsuled company cars for the next 20 or so years with family piling into 4 doors of domestic necessity.

The text message in 2006 from my then 16 y.o son, Tom changed all that. The message came through 2 minutes prior to a career defining, butterflies in stomach business presentation; the opportunity to acquire a rear- end damaged 72 tii "Roundy" in Melbourne that had just appeared on the 2002FAQ message boards. Thus, I acquired "Whitey" (Chamonix White) and 02s returned to my life, and as a discovery and eventual passion (of 02's and other cars) for Tom (his first word uttered was 'mummy', the second was 'car' with 'daddy' coming down the road third).

Debate since their creation and 100 years from now will continue about keeping 02s in original state, or subtle upgrades that don't compromise originality through to staggering transformations that have little attachment or essence of the original creature. There is nothing neither wrong nor right about whatever way someone goes; 02 owners choose to do what they do for many a reason and arguments will contest the virtue of such. Good! It nourishes our interest in these little marvels.

For me, Whitey had upgrades involving bored out engine and weber 45s, suspension upgrade, brakes, LSD, e21 5 speed and radiator, ss exhaust, recaros, mags, semi slicks and so on.. it was fun, noisy, had the aromas of burnt oil, petrol fume and exhaust, and a hare around the twisties.

I prepped and painted it in my garage and like the look of the mild upgrade with just an outward hint of performance. Not ostentatious, in-your-face look-at- me, but near period correct without excluding performance and safety enhancements, nor having personality.

An email prompt (not text this time) from Tom based in the UK to purchase a fully rebuilt M3 s14 engine (with matching Evo extractors, flywheel and clutch) lead to me acquiring it and transforming Whitey into a 2002 M2. I may be handy with a spanner and spray gun but I don't have the smarts to install this engine with associated modifications/engineering prowess into Whitey. This would go to a talented good friend, Alasdair (Al) Thompson who knows bimmers big time/ long time. So with many emails, research, discussions, head scratching and persistence, the transplant happened.

For anyone doing this - 3 things to think about;

1) S14 engines are hen's teeth in Oz and getting more expensive by the hour;

2) If you snare one get it checked out first by someone in the know as they cost a bucket-load to rebuild and should be done by an expert; and

3) What may be told as a 'pretty straight forward bolt-in' is far from it If you want to get it right and you must engine mounts, bell-housing sensors, oil pans, cooling re-routing, ECU wiring, steering column mods, repositioning of engine bay components, exhaust changes, gearbox and so on. This was Al's challenge… beavering away in his mid-country barn workshop with another 100 old bimmers and classics in various states looking on.

While Al slaved away, I investigated and then purchased the Miller AFM, cold air intake/elbow, WAR chip and other bit 'n pieces, to add once things got sorted with the factory s14 set-up running and checked.

So the day came when Al turned the key, the engine came to life and the phone call to say Whitey's transplant seemed OK; then both of us in the car some weeks later, a sealed country road with no one within coo-ee, around us flanking rolling hills, overhanging eucalypt and smiles on our dials!

Move on to installation of the Miller gear and getting the car dyno-tuned, for those not in the know, requires a static tune engine off/on, tweak on the lap top and try again on dyno.. Fiddly, time consuming, bit ol' fashioned and left to the dyno-tuning expert Robert at Sabbadin Automotive who had dealt with Miller tuning before.

Upgraded fuel pumps and drive-train were added plus a tidy-up of wiring. Being there for the engine tune was fascinating and frightening in a way as Whitey had rarely gone past 5500 rpm with its previous engine and now was a deafening shrill at 7000rpm To witness this first hand, my precious little bimmer screaming her lungs out, foot viciously thumped to the floor, the car lurching on the rollers to each gear change in fast revs ascent was sensory overload for me. I know these engines were built to take this for racing and described as 'bomb-proof' but for me this was anxious new territory, and champing at the bit to get it on the road where the overall performance package of this M2 creation could shine.

Back on the road, Whitey is a fantastic experience. As we know, 02's are light cars compared to modern one's going around. So the power/weight dynamic in her means incredible get up and go without much effort really. The low-down torque excites me. As I drive her I contemplate the 50 year span of development that is now captured in this little dart, 60's chassis and M10 engine upgraded to 80's S14 multi-valve and components to compliment then 'technologised' by this decade's computer-ware.

Only once have I taken Whitey to 7000rpm thus far. (OK-I am a wimp and not use to the cacophony, screeching and screaming of a race track) but did it just to see and feel what it was like with a e36 M3 that had pulled up at the highway traffic lights with a provocative blip of his accelerator. Let's just say we moved reasonably quickly off from the lights and Whitey more than held her own as we both quickly applied the anchors in second gear in no time at the 80k speed limit and the other driver eagerly beckoning me to pull into a car park, which I did for me to explain to an astonished face (as the bonnet opened) why Whitey did what it did.

Whitey's development and tune makes it a capable and enjoyable drive, and I love getting out in her when time allows - especially in our local Dandenongs or with other 02 drivers - such a good unaffected bunch of enthusiasts attending the Mornington Peninsula jaunt a few months back.

I recently part-resurrected another '72 roundy 1602 with a webasco roof – it had been hidden from the world in a dark, very dusty rat infested shed with wheels seized solid, the previous owner reminder notes in the glove box, a tram ticket, oxidized loose change, a mouldy driving glove and a water-stained receipt for a 165 Michelin. The car was last on the road in June 1985. I sadly let this go recently to pursue another iconic bimmer dream.

So, the little collection consists of 'Whitey' and Tom's 2002 'Blacky' (that was restored by us when Tom was 16) and the spiritual successor to the tii - a Lachssilber e30 M3. Cars with different personalities and tales to tell of various owners past yet kindred moments sensed, gripping the wheel across near 50 years - likely on some windy road, the window down, a good song belting out, a smile on the face accelerating hard in third.

May this road never stop.

Turn Your Hymnals to 2002…….

Tour of Tasmania

The Spring Racing Carnival is over and even though some say it is all about the fashions, shouldn't it really be about the horses and in the BMWCCV case, it should be about the horses under the bonnet. Because generally, on most Melbourne Cup long weekends, as a Club we head away from Melbourne to enjoy some great driving roads in our Ultimate Driving Machines. This year was no exception with a Tour of Tasmania that we often do every few years.

On Friday night we all met at Mr Hobson's at Beacon Cove to have an icebreaker drink to allow the new members that hadn't been to a Car Club event in the past to meet each other, prior to boarding the Spirit of Tasmania.

Once on board and bags stowed our thoughts turned to dinner and we enjoyed a beautiful meal in the Leatherwood Restaurant. It was a fairly smooth passage across to Tasmania and we soon arrived to a 6:00am wake up call to disembark at Devonport. Now I will hand over to each of the travellers who will give a report on the daily activities.

Saturday 1st November 2014
By James Butcher and Stephen Shrimpton

My calendar lined up in such a way that I had worked in Tasmania the week leading up to the Tour, so my day began with an early morning drive from Launceston to Devonport to meet with my fellow club members for breakfast, shortly after disembarking the Spirit of Tasmania. True to form I came across a nice line-up of BMWs in a quiet street alongside the Edgewater Hotel. A cooked breakfast was on offer and with a brief introduction it was time to hit the road (again).

A quick trip up the highway to Penguin before diverting south on some very well maintained roads between farms, better known as Targa stage Natone. Showered in sunshine, we quickly wound our way back to Burnie, revisiting civilization briefly before heading south for Hellyer Gorge. The sea and sunshine of Burnie soon changed to a dark and dense forest as we crossed the scenic Hellyer River.

Further on we took the turnoff to Cradle Mountain, meaning lunch was right around the corner.
Cradle Mountain Hotel, formally Chateau, was the setting for our first lunch, with a nice array of sandwiches & desserts, as well as self-service pumpkin soup, which should not be operated without the appropriate training!

After everyone had checked into their accommodation, some chose to settle in, either at the bar, browsing the Wilderness Gallery, or brave the near zero temperatures and take the drive to Dove Lake. Myself and seven others chose the latter. After collecting our parks pass, we proceeded to drive down to the lake in rain and hail. All rugged up we got a break in the chilling weather to walk to the nearby historic boathouse, with great views of the lake and snow-capped peaks behind. As the snow began to fall we quickly walked back to the warm cars and returned to the open fireplaces of the hotel.

A quick wander around the Wilderness Gallery showcasing some of the finest natural photography from the region whilst watching the snow howl in and it was just about time for dinner. With a drink alongside a roast dinner was a good time to relax and catch up with other members, whilst the snow continued to fall outside.

Sunday 2nd November 2014
By Louise Hitchcock and Veronique Duche

The previous night we arrived at Cradle Mountain Hotel, and the plan for the next day was to visit the Mole Creek Caves and see the glow worms inside. We hadn't planned on the snow that started falling. I immediately became worried: my Z3 had rarely spent a night outdoors, what if it kept snowing and we were stranded, what if the roads were not drivable. I hadn't packed proper shoes, gloves and I certainly didn't have snow tires. Everyone was very reassuring: it would stop by morning, the sun would be out. Instead it snowed all night and my car was covered! Everyone was out early, taking pictures of the snow covered cars and delighting in the evil white stuff.

My previous roadster had been a TR-6: it leaked like a sieve and the Lucas electrical system (aka prince of darkness) was famous for shorting out. My companions assured me that a BMW was built for German winters. I countered that the Z3 was built in Atlanta (aka Hotlanta). I was sure that once the snow came off, the beautiful Atlanta Blue paint would be destroyed, that the car wouldn't start, that I would be stuck at Cradle Mountain Hotel till Christmas. Lois came to my rescue with a loan of some gloves and an ice scraper. The snow came off quickly and my car looked better than ever. A man from the hotel dug the snow out from under the rear tires, Tony gave us a push and we were on our way.

Although we missed the caves, we had a thrilling day long drive to the coastal resort at Freycinet Lodge on Coles Bay. The clouds had parted and the sun was out: it was like a typical California winter day where you could play in the snow in the morning and swim in the evening.

On the road, we stopped at the memorable Longford Pub full of Grand Prix memorabilia. Back on the road after lunch, I noticed a rainbow and a Rolls Royce club driving toward us in the opposite direction, but I was focused on the road. I had to rely on my Melbourne Uni colleague Veronique, to describe the winery, rocks, red soil, and sites in Freycinet park.

When we finally reached our destination, there was time before dinner to enjoy a walk along the bays with their greenish blue water, colourful sea shells and granite rock formations in rainbow colours. Again, I found myself thinking of California, but this time Northern California, reminiscent of the scene from Hitchcock's Vertigo, where Kim Novack tries to drown herself in Alcatraz Bay. However, the wallabies, one with a Joey reminded me we were in Tasmania, as did the wonderful wine and fresh oysters.

A great end to a memorable day of camaraderie and mateship!

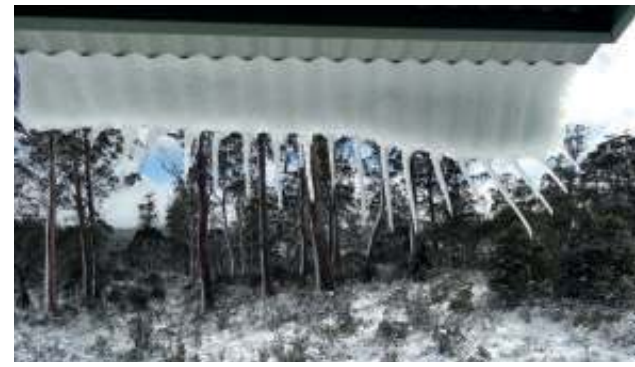
Monday 3rd November 2014
By Jeff and Lois McLachlan

After a satisfying and fortifying breakfast, a small group of us set off to take on the uphill climb to the Wineglass Bay lookout. At the beginning of the trail we were met by a wallaby and her baby, almost on cue for the tourists!
We set a cracking pace and were enjoying the magnificent view after about 30 minutes walking. After enjoying the view and catching our breath, photos were duly taken and we started the descent.
We arrived back to find the "other half" of the group sipping latte's on the Lodge balcony overlooking the Bay. They assured us that they too had been for a walk to check out beautiful Honeymoon Bay. By this stage it was stunning sunny day.

We set off from Freycinet, bidding a temporary farewell to Jan & Ian who were going to drive direct to Launceston to ensure they arrived there on time for an interview Jan had at 3.30pm (or was that 3pm??) Heading north we enjoyed views of the coast, and lots of sheep! Through Bicheno then onto Mount Elephant pass where we suffered slow progress behind a smelly Toyota Ute. It would have been a great drive!

Relief came when we arrived at our lunch destination, Mount Elephant Pancakes. Tony did his best to persuade the proprietors that they might "digress" from the set menu but their customer service skills were somewhat lacking that day. (The business is for sale, so hopefully the new owners will be more sensitive to the desires of their customers!) Fortunately the pancakes were delicious and we were set for the next magnificent section of road, St Mary's pass. This was a beautifully winding, if considerably steeper downhill road, with quite tight corners which hug an almost cliff-like hillside pretty much all the way down. Common sense ruled and we enjoyed the curves at a reasonable speed – whilst passengers enjoyed the view. The roads were fantastic for the rest of the day as well! We also enjoyed a phenomenon of, just as we came upon a slower vehicle, they turned off, clearing the way for us!

The tiny riverside village of Derby was a quaint surprise. Apparently it was the subject of an epic tin mining rush in the late 19th century. But no time to dilly dally, we were pressing onwards to Launceston, still at least 100km away. We did however find time to stop at the beautiful Sideling Lookout. We were impressed that our route actually took us through the tiny town of Targa!



We finally arrived at our destination in Launceston, expertly led yet again by Tony and Steve. (Although we are reliably informed that Steve did a lot of sleeping!) We were a bit concerned when we pulled into the driveway at the accommodation and saw a sign "Launceston Retirement Village". Fortunately we were next door at the Country Club Villas. We had a short turnaround time to freshen up for dinner at the Casino.

After dinner, Lois decided to check out the action at the Roulette wheel, walking away a bit later with some extra $ in her pocket! Thank you Launceston!

Tuesday 4th November 2014
By Rod and Val Smith

Tuesday we woke up to a lovely sunny day. Last night's accommodation was at the Country Club Villa's in Launceston, went across to a great breakfast.

Four ladies decided to go to the Cataract Gorge in Launceston - this was wonderful - lovely gardens, wildlife including Peacocks, wallabies, flowing river and wandering walks. We took the chair lift, which is the longest single span in the southern hemisphere, over the river and then walked back.

Boys and Louise went to the national Automobile Museum which was having a German theme, by all accounts they enjoyed this also. Great time was had by all.

Then time to dress up and off to the Joseph Chromy Winery for the Melbourne Cup Luncheon.
Great venue. Food, wine and company and we had a fantastic time.

Afterwards, the ones that were finishing, headed back to Devonport to board the boat, drinks, nibblies and more great conversation, sleep overnight to wake up at Melbourne the next morning. Those staying headed back to the Country Club Villa's.

Wednesday 5th November 2014
By Ian Round and Jan Eastwood

For the small but enthusiastic group of 5 staying on for the extended tour, our drive today took us from Launceston to Strahan via Cradle Mountain.

Morning coffee proved to be a challenge after finding the cafes in Mole Creek closed. Further exploration took us to a café on the road to the caves, which we also found closed and surrounded by an electric fence, with a barking dog behind. The dog made such a fuss the owners came out and kindly offered to make us a coffee, showed us around their lovely gardens with amphitheatre and stage, and we stayed and chatted for half an hour, having had our 'coffee fix'!

As we progressed towards Cradle Mountain the weather deteriorated, and when the temperature hit 9.5 degrees and visibility was down to 30m in the fog, Ian thought it best to put

the convertible roof up again! A slow campervan stalled our progress on what were good roads, and after finally rounding him up, we hit a patch of road works (gravel and mud mixed with light rain) that meant the cars did not look quite so pristine after that!

Lunch by the lake at Tullah provided an enjoyable break, before heading for Strahan and our delightful accommodation on the hill overlooking the village. Pre-dinner entertainment came in the form of Tasmania's longest running play 'The Ship That Never Was', a production based on a true story of the escape of convicts from Sarah Island, which has been running in Strahan for the past 21 years. Held outdoors under shade cloth, patrons were provided with blankets and hot water bottles, and with a great deal of audience participation, a fun night was had by all. This was followed by a delicious buffet dinner including Tasmanian oysters and trout as we overlooked the beautiful bay and village of Strahan; a perfect way to end another enjoyable day.

Thursday 6th November 2014
By Paul and Liza Weatherall

Woke early in the beautiful Strahan Village Lodge. The view from our room was very spectacular with sweeping views of the harbour below. After a great breakfast we headed down to the Macquarie Harbour to board the World Heritage cruise on the Eagle.

The boat sailed from Strahan into the bay and passed through Hell's Gate into the Southern Ocean. It was so named by the unfortunate souls who were bought here to the penal settlement of Sarah Island. Sarah Island was known for the vicious punishments of the convicts who were sentenced to hard labour there. After our very informative tour of the island we made sure we listened out for the boat whistle so as not to miss the boat off the island.

A lovely buffet lunch of local produce was served when we returned to the boat.

During the cruise we passed extensive farming areas of salmon and sea trout, a very important industry for Tasmania.

After travelling up the majestic Gordon River, we visited the World Heritage area of ancient rain forests. We were very lucky to walk amongst the ancient trees and view large Huon pines in the unspoilt wilderness.

On our return to Strahan we stopped into an 80 year old sawmill still operating there. It was interesting to learn that only salvaged Huon Pine is worked there as this tree is now protected.

We returned to our lovely accommodation and shared a drink or two over a delicious dinner.

Friday - Saturday 7th – 8th November 2014
By Tony Whelan

From Strachan we drove across the mountain range to the barren hills around Queenstown and then on to Hobart. On the way we had time for a quick walk to Nelson Falls prior to having lunch at the Derwent Bridge Hotel. This portion of the tour saw us travel on the Targa Stages of Strachan, Queenstown, Mt Arrowsmith and Tarraleah.

If anyone drives across Tasmania along the Lyell Highway, you must visit The Wall. This is a magnificent carving of the history of Tasmania on Huon Pine panels 3.0m high put together to make a wall 100m long. It is a work in progress that has taken Greg Duncan 10 years to date and I would say he still has another 10 years to go. His carving work is just beautiful and so life like.

We eventually arrived at our destination for our evening stop over at Hobart and another great venue in the name of The Henry Jones Art Hotel welcomed us. This is the old IXL Jam Factory on the waterfront and being an architect, I enjoyed the use of an old sandstone building with chunky timber columns and beams where they have installed very slick and modern glass walled bathrooms. Being an "Art Hotel", there are numerous paintings hanging on the walls, so it is just like walking into an art gallery. Waiting in your room is a welcoming letter where the hotel has looked up your surname in the record books to see if there are any convicts that share your name, Apparently there were five Whelan's that came out to Australia to serve out their penance.

Once again a sumptuous dinner was enjoyed by all and we were joined by the president of the Tasmania BMW Car Club, Dennis Biggs and his wife Liz. I know it might sound like we do a lot of driving and eating on these weekends, however we also manage to fit in quite a bit of sightseeing.

Saturday morning in Hobart is all about the Salamanca Markets. Because the Henry Jones Art Hotel is on the waterfront, we were able to leave our cars there and walk across to take in the atmosphere of the markets and the galleries of Salamanca Place. With some Christmas shopping completed it was back on the road again up the highway to Devonport for our overnight sailing back to Melbourne.

To sum up, I hope that everyone really enjoyed themselves as I know I did putting this Tour of Tasmania together and it is certainly a place we will visit again in another few years time. We were able to drive on numerous Targa Stages on our journey throughout Tasmania and I think the changeable weather from snow to brilliant sunshine helped make the tour all that more exciting and picturesque. However, seeing it has snowed the last two years on our Melbourne Cup Weekend's away, perhaps next year we might try up on the Murray River at Echuca or somewhere similar, where we should be guaranteed a greater amount of sunshine.

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Overseas model shown.

E30 Drivers Cup wrap up - 2014

Written by Sean Bell

My story in motorsport for 2014 actually starts November 9, 2013 on the 3 hour journey home from the final round of the BMW Drivers Cup at Winton Motor Raceway. Having just taken out my first ever round win in the championship after a few near misses, I decided that next year would be time I got a little more serious and attempted a full season of competing. Having only participated in the series on what could be called a part time basis due to monetary and time constrains, I really wanted to see just how far I could push myself and the results I may be able to achieve if I was able to put a complete year of racing together.

Could I win the same title I watched by father Graeme win back in 2002 when I was only 14?

This is the story of my year in motorsport...

Round 1
Track: Winton Motor Raceway
Date: March 8-9, 2014

And so a journey begins.. Round 1 at Winton saw me take out pole position among the E30 Racing cars (Starting 2nd on the grid behind my brother Chris in an Invited E30 who did a great job to just beat me to first) with two-time reigning series champion Alan Saint behind in third.

At the start of race 1 I managed to get and excellent start off the line to get myself ahead of Chris and a bit of a gap on the rest of the field by the end of the first lap. Trying to drive as fast as I could I made a small mistake coming into turn 3 on about lap 4 which enabled a rampaging Alan to quickly bridge the gap to me to less than 2 seconds coming into the final laps of the 7 lap race. Having managed to keep him behind me, half way through the final lap he had a coolant hose blow, leaving me to coast to the line in first place to take the first race of the New Year, with Alan limping home to hold onto secondary. Knowing Alan would be a major challenge to beat for the rest of the weekend I knew the start of the next race was very important.

Race 2 and I managed to get another great start off the line and beat the rest of the field into the first corner. It turned out to be a 7 lap battle all the way to the flag with Alan's mended car now back up to speed. At the finish of the race only 0.4 seconds separated us as I was able to take my second win for the weekend to round out a pretty good first day back on track.

Sunday came around with another 7 lap race with Alan getting the jump on me giving me the chance to play the hunter. Alan managed to stay ahead of me for this race and the following 10 lap final race of the weekend to leave us with two wins a piece and equal first for the round. 2014 had started very well...

Podium Results:
=1st Sean Bell - 25 Points
=1st Alan Saint – 25 Points
3rd Geoff Bowles – 20 Points
Top 3 Championship Standings After Round 1:
=1st Sean Bell - 25 Points
=1st Alan Saint – 25 Points
3rd Geoff Bowles – 20 Points

Round 2
Track: Phillip Island Grand Prix Circuit
Date: April 12-13, 2014

The series moved to Phillip Island for the second round for 2014 in conjunction with the Victorian Improved Production series. After a practice day on Friday which ended early due to a massive downpour of rain, the tone for a weekend of questionable weather had been set.

Having being able to make the most of a drying track in qualifying, I managed to produce another pole position for the first of three races for the weekend ahead of Alan Saint and Anthony D'Anna.

After a decent start in race one I managed to get held up but some Improved Production car on the first lap allowing Alan to sneak past and take the lead of the race. Picking up from where we left off at Winton, with our cars having strengths and weaknesses at different parts of the circuit, we battled all the way to the last lap of the race when coming around

the last few corners back onto the main straight for the chequered flag, I tried a move to drive around the outside of Alan to get back into first place. The result, it didn't work and he was able to hold me out on a wider racing line which upset my run onto the main straight allowing Anthony to pass me for second right on the line.

This had then set the tone for the two remaining races of the Sunday. Race two and three followed a very similar line with a three car scrap between myself, Alan and Anthony with Alan taking another race win in the second race and Anthony winning a safety car affected third race with me finishing in third in both races.

It was a good, hard weekend of racing with many position changed and helped to teach me a lot how not to just be fast, but how to race.

Podium Results:
1st Alan Saint - 25 Points
2nd Anthony D'Anna – 22 Points
3rd Sean Bell – 20 Points
Top 3 Championship Standings After Round 2:
1st Alan Saint - 50 Points
2nd Sean Bell – 47 Points
3rd Geoff Bowles – 30 Points

Round 3
Track: Sandown Raceway
Date: May 17-18, 2014

A round I will not forget anytime soon but for all the wrong reasons, round 3 at Sandown was for once held in sunshine at the South-eastern Melbourne Circuit and for the second event in a row with the Improved Production series. Having not felt like I managed one decent lap time in qualifying and even having had a bit of contact with one of our fellow competitors in an Audi, I claimed my third pole position in a row for the year with a E30 qualifying record for the track, just ahead of Anthony D'Anna by 0.04 of a second and David Levy.

In race 1 I got a start I was very happy with, the only problem was David got an event better one and came from nowhere to be in front coming into the first corner. David car was considerably quicker than mine down the long straights of Sandown and even though I could catch back up under brakes and through the corners, I wasn't able to find a way past. Towards the end of the race I pushed a little bit too far coming into turn 4 and ran wide, ruining my run onto the back straight and allowing Anthony past into second. Despite a last lap challenge, I finished third for the first race.

Race two on Sunday morning is where it all came apart. After a fairly even start by all three front cars on lap one, coming into turn 8 at Dandenong road, Anthony lost control of the rear of his car on cold tyres and spun leaving me nowhere to go. Having completed a full rotation, I ran into the driver's door of Anthony's car in a massive accident that was very lucky it wasn't any bigger with Brian Bourke in position four just missing both cars. The accident brought out the safety car to clean up the mess with both cars now out for the weekend and both drivers taken to the medical centre.

It was an incredibly hard hit and I am just grateful that we were both OK and also thankful to the officials that do an amazing job when incidents such as these occur. When i was released from the medical centre with little more than some sore pride, I went to inspect the damaged and it was not good. The car was completely ruined from the windscreen forward, panels and rails, everything either bent, twisted or broken. It was the first large accident I have had on the track.

It was then a race against time to get the car ready and back on track for the next round.

Podium Results:
1st David Levy - 25 Points
2nd Brian Bourke – 22 Points
3rd Michael Stillwell – 20 Points
Top 3 Championship Standings After Round 3:
1st Sean Bell - 60 Points
2nd David Levy – 56 Points
3rd Brain Bourke – 52 Points

Round 4
Track: Winton Motor Raceway
Date: July 5-6, 2014

Pole Position, four out of four race wins and a new lap record. Fair to say that my return to Winton in a repaired car went pretty well!

After a few late nights and a lot of hard work we managed to get the car back on track just in time for round 4. A donor car was used to place a complete new front of the car from the windscreen forward with repairs only being completed in the days before the first practice on Friday before the round. After three laps one thing was clear, not only was the car fixed, it was faster than ever!

I managed pole position in qualifying, which I secured in extremely wet conditions with the rain falling even heavier for the first race on the Saturday afternoon. I was able to keep the car on the black stuff and take the first race from Brian, Stan Armstrong and my brother Chris.

Sunday brought some sunnier skies but the same results for the next three races. A win in race two and three with a new lap record in the third I set my sights on going even faster in the final 10 lap sprint.

After a fast start I managed to get away from the chasing pack, doing four laps in total under my own lap record from the previous race to lower it by another 0.4 of a second to claim another win and put my championship hopes completely back on track with two rounds still remaining.

Podium Results:
1st Sean Bell - 25 Points
2nd Brian Bourke – 22 Points
3rd Stan Armstrong – 20 Points
Top 3 Championship Standings After Round 4:
1st Sean Bell - 85 Points
=2nd David Levy – 74 Points
=2nd Brain Bourke – 74 Points

Round 5
Track: Wakefield Park Raceway
Date: August 23-24, 2014

Still on a high from the previous clean sweep at Winton, we made the trek to Wakefield Park in Goulburn NSW for the penultimate round for 2014. This was going to be a particularly exciting round for me because it was the first time I would be on track with my brother Chris and my sister Jess doing her very first race.

At the conclusion of qualifying the call came across the radio that a Bell was on pole, but for the first time this year it wasn't me. It was Chris who managed to outpace everyone, finishing ahead of Stan and myself in third. Race 1 I had the front row seat to a terrific battle between Stan and Chris, coming home in a comfortable third place.

Dark clouds then started to cover the circuit with the rain arriving just in time for race 2. After a slow and careful get away by all cars on the slippery track, it was half way through the first lap when the lack of grip would play it's part. Chris, running in second place, lost control of the rear of his car and spun. Following closely behind, I dived for the grass to avoid his out of control car but David Levy wasn't able to do the same. The incident meant the race had to be suspended while the two cars and drivers were recovered, but the good news was both drivers were OK. When the race resumed conditions only seem to get more difficult. Suffering from a windscreen that was badly fogging, I could only see a few meters in front of my bonnet and struggled around the track to finish in 7th place behind Stan who won his second race for the weekend.

Race three was probably my favourite race for the whole year, starting from the lowest position I have all year, next to Jess, I managed to make my way through the field from 7th to 2nd by the end of the race. I was an a mission to recover the weekend knowing there was a possibility of wrapping up the championship with one round to go.

In the final race of the weekend, I started 2nd next to Stan, who was looking for his own clean sweep for the weekend. He was able to out sprint me to the first corner and from there the race was on. We traded lap record after lap record, and whilst I took the record home, Stan took the race and round win.

I ended up placing 2nd overall for the weekend and when we did the maths on the long trip home I realized I had done enough, I couldn't be beaten coming into the final round.

Podium Results:
1st Stan Armstrong - 25 Points +5 Bonus Points
2nd Sean Bell – 22 Points + 5 Bonus Points
3rd Geoff Bowles – 20 Points + 5 Bonus Points
Top 3 Championship Standings After Round 5:
1st Sean Bell - 112 Points
2nd Brain Bourke – 97 Points
3rd David Levy - 92 Points

Round 6
Track: Phillip Island Grand Prix Circuit
Date: October 4-5, 2014

The series returned to Phillip Island for the final round for 2014, again part of the Improved Production Championship. The pressure was off and all I needed to do was go out and enjoy the last laps of the BMW Drivers Cup for the season.

Another decent outing in Saturday morning qualifying put me 2nd among the E30 race cars behind series newcomer Cruz Cody. Another fantastic tight weekend of racing saw Stan take two race wins and Michael Stillwell take one. I finished third overall for the round, highlighted by the final 9 lap race, where from the start I fell back to 6th place after one lap only to fight back into 2nd which included a great battle with Michael over the closing laps. On return to pit lane after the final race I was surprised to see everyone from team Bell Motorsport wearing #1 shirts and was presented with my own with '2014 E30 Racing Champion of the World' (having possibly made reference to that a few times during the year) to go with a small trophy, some champagne and a writhe of everyone letting off party poppers. I was very touched that everyone went to so much effort to make what had been a memorable year even more special.

For me, that's exactly what racing is all about. I am lucky enough to be able to do it with my family and friends in a way it brings everyone closer together. It's not just about driving around a race track, that's only a small part of what makes everything so special. From the late nights working to prepare cars to sharing a laugh and enjoying the time we all have together, any achievements couldn't have been had this year without the support and effort of everyone from the Bell Motorsport family.

Podium Results:
1st Stan Armstrong - 25 Points
2nd Michael Stillwell – 22 Points
3rd Sean Bell – 20 Points

Top 3 Final Championship Standings (Incl. 1 Dropped Round)
1st Sean Bell - 116 Points
2nd Brian Bourke – 97 Points
3rd David Levy – 92 Points

BMWCCV Display at Geelong Revival Motoring Festival

Written by Andrew Henshall

Sunday 30th November 2014 turned out to be a fine and warm sunny day with a gently sea breeze coming in off Corio bay, while fluffy white clouds dotted a deep blue sky overhead; simply perfect weather to attend the Geelong Revival Motoring Festival.

After the excellent event that a group of us enjoyed in 2013, it was good to see some new faces turn up amongst the regulars in 2014. A total of 13 BMWs assembled at the marshalling point, all shining & ready to move en-masse down to the Geelong Waterfront, where we were able to arrange the cars and the club marquee & trailer in a shady area near the fully restored historic carousel (built 1892), carefully amongst the olive trees.

The two "loaner" BMWs that we had borrowed from Geelong BMW were placed in obvious positions right on the footpath, along with Tony Whelan's E36/7 Z3 M coupe, Jenna Patan & Sean Bell in the E30 race car, and Mike Whitford's E36 M635csi JPS replica, while my E89 Z4 was moved from a position at the end of our group along to the plaza in front of the unusual "shark fin" sculptures, where it attracted much attention.

Mike Whitford entered his M635csi in the ¼-mile sprints on Saturday setting some excellent times (fastest time: 14.38 sec), and then relaxed with the group on the Sunday to enjoy the general atmosphere; you don't get to see much of the scenery when running a standing start ¼-mile!

FTD on Saturday was a very rapid 9.19 sec, set by Tim Edmondson in his 2006 Gould GR55B. This car is a purpose built hillclimb car with massive downforce, powered by a Nicholson McLaren V8 that was originally derived from an IndyCar Cosworth V8. His time was over a second quicker than the fastest of the modern motorcycles, a 2008 Kawasaki ZX10, which certainly wasn't hanging around!

Those who are not familiar with the Geelong Revival Motoring Festival need to understand that this event provides elements of interest to all club members and their families; not only do you get to see 300 exotic and historic cars & bikes compete in the traditional ¼-mile sprints along the waterfront on both Saturday & Sunday, and view a total of 500 classic & exotic cars on display, plus a multitude of motorcycles in the dedicated "Motorcycle Mecca", but there is also a two day vintage fashion competition to enjoy.

Add 1000 hp burn-out cars, a large display of classic caravans, live music, food, trade stalls, a huge Ferris wheel, and much more, all located on the picturesque Geelong waterfront, and you can understand that this is a very special event. Make sure that you make it to the 2015 GRMF on 28-29 November.

Thanks to Tony Whelan from organising/assisting with the BMWCCV display at the 2014 GRMF.

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BMWCCV Charity Ride Day

Written by Jo Mawson

Firstly can I start with a big WOOOOHOOO! What a day!

We all started off very early with 3 race cars in tow and all our regular gear on board. We arrived at the track a little after 7.30am and commenced setting up for the day. Most of the officials arrived after 8am, checked in and went off to their relevant post ready for a fun filled day.

Ok so this is the quiet before the storm. This being my first charity day I have helped organise I wasn't quite sure how it would run even though all the other member's and volunteer's from last year assured me it just does.

So a little after 9am we start to get a trickle of children and family members from the Make a Wish foundation checking in. The look of excitement was just truly breathtaking. We all started to get the children ready for the track with race helmets. Hearts beating you can see their little face look and listen as they see the cars pulling up one by one with the drivers all at the ready to show them the time of their lives. Belted up all safely secure, off they go first batch on the track and the joy in their parents faces, well words just can't describe it, you would have to be there to experience it.

Some of these children have overcome some very life threatening illness and some are still struggling but all that went for a few moments while they were being driven at high speeds around the track.

This went on and on pretty much all day with children and carers enjoying the thrill of being in a race car on a real race track. Parents also were able to enjoy the thrill as well and I think some of them got as much of a buzz as the children. I had one mum hug me so hard I though she was going to break me, we both wept as this day was truly a memorable one for her and her family. She just could not stop thanking me for inviting them along.

There was one boy who was petrified but excited about the prospect of going at high speed so after several hours (yes several hours) we managed to get him in one of our street cars and they took off very slowly but as they came around the last corner I did notice they were traveling at very high speeds. Mum and I were jumping and screaming with excitement as this was not something this young man would ordinarily agree to do and this was a major achievement for him. We met him at the car and his face was glowing with excitement and the driver informed us that he gave him the thumb up and they had a ball out there.

Of course there were other happy moments but too many to comment on them all.

The helpers, the drivers everyone who was there will tell you this was a day to remember and once you do it and see the joy it brings to these children and their families, it makes it all worthwhile.

Hopefully we will do this again in 2015 and I am appealing to you all as members to come and help in any way you can. We had one driver who was unable to drive on the day due to a part not arriving in time to get his car on the track. Thank you. He worked tirelessly all day getting children in and out of cars safely. We had people from other car clubs volunteering as well and they had such a ball, thank you as well.

This is our way to give back to the community and if we have any of our members who have contacts with larger coperation's we would love your help financially with sponsorship. Anything would be appreciated even down to the sausages that Rotary cooked for us that would be great.

The BMWCCV Committee would like to again thank The Salvation Army and Make a Wish Foundation for providing the connection to the children and families who attended. Both groups do amazing worth within the Community and we are proud to be able to support their activities. We would also like to thank Rotary, Ten Farms and the Melbourne Pear Company for their contribution to the day.

Again I personally would like to thank all the drivers, officials and volunteer's for all they did on the day and look forward to seeing you all again next year, I definitely will be there with bells on.

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Lazy Sunday Lunch Cruise

November 16 - Written by Evelyn & Stewart Garmey

WHAT TO DO?
Let's try and think of something "different".

How about a lazy Sunday lunch cruise, no rush, leisurely assembly and drive to a nice location for lunch, somewhere quiet and leafy at the end of some nice driving roads that don't present too much of a navigational challenge?

I love it when a plan comes together.

Evelyn and I set out in late October in my lovely E92 325i to plot a run that would meet those criteria. We wanted a quiet starting point, reasonably central and not too far off the beaten track, ideally with a half decent breakfast or coffee facility nearby. Check.

Good roads, easy to follow, the opportunity for a stretch of the legs if required, not too far or too long. Check.

A nice lunch location, not too pricey, comfortable, with a view. Check.

A fine day. Oh-oooohh!!

Evelyn's recently acquired E91 323i Touring Sport was cleaned and preened the day before, all ready to impress with its stunning Sparkling Graphite paintwork, 18" Motorsport rims and all the fruit ... and come Sunday, it rained. And it rained some more. Never mind, it was clean when we started.

Start point for The Lazy Sunday Lunch Run was the car park of Coles' Supermarket (thank you!!) at Essendon Fields, just off the Tullamarine Freeway at Essendon Airport. Nearby is a selection of breakfast and coffee stops and the planned start time of 11.00 gave everyone ample time to top up, relax, chat and catch up.

Registrations had exceeded expectations and the line up of cars assembled in the car park was most impressive. It actually says something that the oldest car was an E30 325iC, the demographic of cars coming out to play is getting newer and newer.

Start time came.. where is everyone? Out of the rain and wind in the coffee shops is where! Eventually Brown's cows came wandering across the car park and we started with the mandatory "good morning, this is a not a race" presentation. We were also pleased to pay tribute to Jean Whelan who had left us very recently before as this was the first event without her charming presence, Tony knew we were thinking of her.

And away we go! Each car (all 24 of them) was provided with a tulip running sheet which gave clear instruction s and intermediate distances between them, we're not trying to get anyone lost. The run headed north west on the Tullamarine Freeway to skirt Melbourne Airport before turning off at Oaklands Junction for the cross country trek. Out along Oaklands Junction Road to a cunning little zig zag off the main road, up and over the hill to Mickleham Road. Right at Donnybrook Road, over the Hume Freeway and keep going, don't turn off into the chocolate factory, that wasn't on the instructions!!! They didn't even bring me any!

On to Whittlesea Road and then the fun started, lovely touring roads all the way to Hurstbridge and Arthur's Creek to our lunch destination, the Panton Hill Hotel.

While all this was going on, Evelyn and I pointed the E91 in the most direct route and headed off, the weather clearing as we went. We arrived before the field (but only just) to set up the roundel flag and the area set aside for us by the very obliging staff at the hotel.

Lunches were ordered, seats taken and a couple of hours of very social chat and banter followed. The hotel sits on a ridge and has sweeping views across the valleys of the Yarra Ranges from the outside terrace area we were placed in. I was surprised at how popular it is with lunch drivers, testament to the good food and hospitality offered.

I think we succeeded, an hour and 80 kilometres of comfortable driving on pleasant touring roads after a leisurely coffee and catch up. Sundays aren't for rushing, we do enough of that during our busy work lives, so it was nice to see good cars out to be enjoyed and a leisurely lunch enjoyed at the end.

To everyone who took the time to come to the event, thank you, and especially to the lovely staff at The Panton Hill Hotel who went out of their way to welcome us. I really do recommend the hotel as a great place for lunch, after a good drive, of course.

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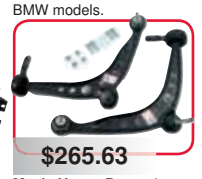
E36 Right hand drive headlights set celis angel eyes / clear glas H7 set Hella

$415.17

E34 Headlights black H1 Hella DE, (The lens can be adjusted for RHD)



$265.63

Meyle Heavy Duty reinforced spare parts made in Germany e.g **E36** / **Z3** wishbone-set with rubber mounting / holder complete L.+R.-side

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AFE Advanced Flow Engineering USA! high-flow sport air intake system for nearly all BMW models. See more on www.schmiedmann.com

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Zimmermann sports brake discs e.g. back apiece
-**E30** from $111.94
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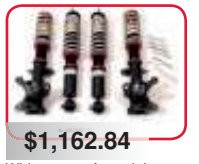
-**E90/91** from $163.86
-**E34** from $141.01
-**E39** from $145.18
-**E60/E61** from .. $186.71

From $165.94

Lowering springs from German Lowtec e.g. sets with 4 springs
-**E30** 40/40 mm.. $165.94
-**E36** 30/20 mm... $176.32
-**E46** 30/20 mm... $182.56
-**E90** 30/20 mm.. $201.25
-**E34** 30/20 mm.. $186.71
-**E39** 35/20 mm.. $207.28



$1,162.84

Wide range of special parts for older BMW's e.g. Coilover Kit Lowtec H9.2 -RACE VERSION- 30% harder, hight adjustable front+rear max. 70/60MM
BMW E28 / **E24**

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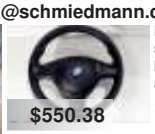
BMW E81 3 doors 116I
2008 Car no.: 1626

BMW E46 saloon
323I 1998 Car no.: 1633

BMW E60 saloon 523I
2006 Car no.: 1521

BMW E60 saloon 520I
2003 Car no.: 1620



$550.38

E36 M-Tech. s steering wheel leather inclusiv airbag
Best nr. C1390

$259.60

E46 Sport stee ingwheel with tifunction
Best nr. C0347

$134.99

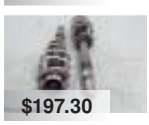
E39 Interior fe ers three "Gold Color"
Best nr. C1153

$384.22

E39 Headlining sedan
Best nr. C1229

$93.46

E39 Door sills extra krome 4
Best nr. C1405



$197.30

E60 / E61 Low ering-set Lowte front 40MM wi Shockabsorbe (only front)
Best nr. C1114

$1,640.73

E61 Leather in rior DAKOTA/P TORANGE
Best nr. B0010

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Christmas Show 'n' Shine & Presentation Lunch

Written by Jenna Patan

We woke to a cold and miserable morning on Sunday 7th December; and whilst the rain was only a light drizzle it was certainly enough to cause some alarm for Tony Whelan who had kindly organised the Show N Shine Display and Judging for the day.

As we took a lovely drive up to the venue, Twisted Vines, the rain did not seem to dissipate. Given those of us that wanted to be part of the judging had arrived at the venue 2 hours prior to lunch and the entertainment, Tony reluctantly agreed to a very "quick" approach to the judging of the cars. It was a lightening quick inspection of interiors, boots, and engine bays as all our poor judges were stuck out in the rain.

In the end we were very lucky and in most categories we had a stand out winner. Andrew Henshall and Stewart Garmey were tied – and after reinspections took place, they ended up with the same scores for a second time. In what only seemed to be the fairest way – engines were turned on and electronic oil levels were the deciding vote!! Let's just say Stewart needed to book is car in for a service after the result! Thanks you to both for being such great sports.

We were also treated to a rare delight with Michael and Dave Stilwell bringing a Z8, which is only one of three currently in the country. Whilst it doesn't appeal to everyone, our members were certainly privileged to be able to see one in the flesh.

After everyone was seated Presentations from both BMW Motorsport and E30 Racing were conducted.

BMWCCV Motorsport has had a variety of different competitors in 2014, so congratulations to all of those that took out placings throughout the year. It was with great pleasure that Graeme Bell was able to award his daughter Jess Bell the 2014 Motorsport Perpetual trophy as she won the Championship.

Our 2014 Member of the year, Sean Bell was also awarded the e30 Racing Championship cup for his incredible season (which you can read about in this magazine!).

Today was also the day that the BMWCCV Mega Raffle was drawn. A big thank you to Mornington BMW for helping to support the Charity Drive day, as all money raised went to support the event.

Thank you to Jo Mawson for her tireless efforts in organising such a fantastic event. It was a great to enjoy the company of old members, new members and the e30 Racing group – we look forward to doing more with them in 2015.

BMWCCV 2014 Celebration of Excellence

7 December, 2014

Summary of Results

No	Class	Name	Car	Rego	Total	Entrant	Exterior	Interior	Boot	Engine
BAU GRUPPE 201X F01 7s, F10 5s, F13 6s, F20 1s, F30 3s & 4s										
1	A	Jenna Patan	F20 125i	VJENNA	288	35	0	93	86	74
BAU GRUPPE 201X E70 X5, E71 X6, W81/E87 1s, W84 X1, E89 Z4, E90 3s										
1	B	Andrew Henshall	E89 Z4	BLKZ	317	36	0	99	90	92
2	B	Stewart Garmey	E91 323i	1BC5HA	316	50	0	98	82	86
3	B	Ken Lee	E87 123d	WGD265	308	41	0	97	90	80
4	B	Stewart Adam	E87 123d	VAJ109	290	39	0	80	88	83
BAU GRUPPE 200X E46 3s, E53 X5, E60 5s, E63 6s, E65 7s, E83 X3, E85 Z4s										
1	C	N/A								
BAU GRUPPE 199X E31 8s, E36 3s, E36/7 Z3s, E38 7s, W39 5s										
1	D	Tony Whelan	Z3 M Coupe	ARW007	300	52	0	87	80	81
2	D	Caroline Bateman	e36 325i	RB1976	293	60	0	73	79	81
BAU GRUPPE 198X E30 3s, E32 7s, E34 5s										
1	E	Graeme Perrett	E30 325 Cab	21728H	289	75	0	70	79	65
2	E	Simon Renn	E30 M3	26093H	269	60	0	70	75	64
BAU GRUPPE 197X E21 3s, E23 7s, E24 6s, E28 5s										
1	F	Michael Whitford	E24 M635CSi	3538H	289	79	0	77	84	49
NEUE KLASSE 2002s, E3 2500/3.0L, E9 3.0CS/CSL, E12 5s										
1	G	Rodney Bateman	2002	15250H	313	98	0	61	80	74
2	G	Philip Leahy	2002A	LTJ756	288	58	0	79	79	72
3	G	Robert Fatovic	E12 528i	35762H	251	71	0	53	68	59
BMW RACE & RALLY CLASS										
1	R	Sean Bell	E30 Racecar	#15B	190	85	0	21	40	44

Best In Show

No	Class	Name	Car	Rego	Total	Entrant	Exterior	Interior	Boot	Engine
1	B	Andrew Henshall	E89 Z4	BLKZ	317	36	0	99	90	92
2	B	Stewart Garmey	E91 323i	1BC5HA	316	50	0	98	82	86
1	G	Rodney Bateman	2002	15250H	313	98	0	61	80	74
3	B	Ken Lee	E87 123d	WGD265	308	41	0	97	90	80
1	D	Tony Whelan	Z3 M Coupe	ARW007	300	52	0	87	80	81
2	D	Caroline Bateman	e36 325i	RB1976	293	60	0	73	79	81
4	B	Stewart Adam	E87 123d	VAJ109	290	39	0	80	88	83
1	E	Graeme Perrett	E30 325 Cab	21728H	289	75	0	70	79	65
1	F	Michael Whitford	E24 M635CSi	3538H	289	79	0	77	84	49
1	A	Jenna Patan	F20 125i	VJENNA	288	35	0	93	86	74
2	G	Philip Leahy	2002A	LTJ756	288	58	0	79	79	72
2	E	Simon Renn	E30 M3	26093H	269	60	0	70	75	64
3	G	Robert Fatovic	E12 528i	35762H	251	71	0	53	68	59
1	R	Sean Bell	E30 Racecar	#15B	190	85	0	21	40	44

Celebration of Excellence - People's Choice

No	Name	Car	Rego	Total
1	Sean Bell	E30 Racecar	#15B	8
2	Philip Leahy	2002A	LTJ756	7
3	Graeme Perrett	E30 325 Cab	21728H	5
4	Rodney Bateman	2002	15250H	4
5	Simon Renn	E30 M3	26093H	4
6	Andrew Henshall	E89 Z4	BLKZ	3
7	Stewart Adam	E87 123d	VAJ109	3
8	Michael Whitford	E24 M635CSi	35383H	3
9	Tony Whelan	Z3 M Coupe	ARW007	2
10	Stewart Garmey	E91 323i	1BC5HA	1
11	Ken Lee	E87 123d	WGD265	0
12	Caroline Bateman	E36 325i	RB1976	0
13	Jenna Patan	F20 125i	VJENNA	0
14	Robert Fatovic	E12 528i	35762H	0

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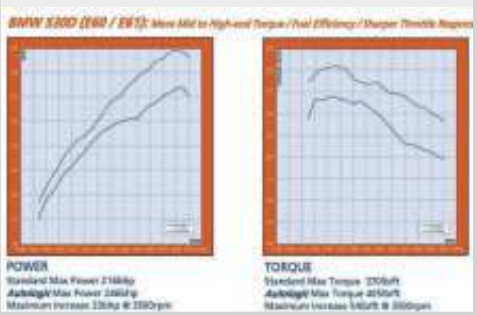

CTEK Battery Charger

This is a superb product for people who drive their car infrequently or own boats, caravans or are planning a long overseas holiday and are sick and tired of replacing expensive batteries! The CTEK battery charger is a high quality, compact device which can be used as a normal battery charger or can even be permanently connected and mounted inside the vehicle. Suits all types of lead acid batteries.

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BMW E30 (& Invited) Drivers Cup

Competitor (E30's)	Car #	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Dropped points	Total	Pos.
Sean Bell	28	1	3	6	1	2	3	16	116	1
Brian Bourke	27	7	5	2	2	4	0	0	97	2
David Levy	77	4	8	1	4	8	0	0	92	3
Michael Stillwell	6	6	10	3	6	0	2	0	83	4
Geoff Bowles	24	3	6	0	0	3	3	0	80	5
Stan Armstrong	121	0	0	0	3	1	1	0	75	6
Gary Pearce	50	5	9	4	9	0	0	0	58	7
Jim West	55	8	0	5	8	0	7	0	56	8
Alan Saint	25	1	1	0	0	0	0	0	50	9
Glen Potter	66	0	0	0	7	9	6	0	46	10
Chris Bell	29	0	0	0	5	10	0	0	32	11
Mark Gorgovski	87	0	7	0	0	0	5	0	30	12
Anthony D'Anna	45	9	2	7	0	0	0	0	29	13
Simon Mitchell	99	0	0	0	0	5	0	0	21	14
Ray Kwong	88	0	0	0	0	6	0	0	20	15
Jessica Bell	30	0	0	0	0	6	0	0	20	16
Graeme Bell	31	0	4	0	0	0	0	0	18	17
Cruz Cody	39	0	0	0	0	0	0	8	13	18
Riko Partoosh	21	0	0	0	10	0	0	0	11	19
Brad Rodwell	39	0	0	0	0	0	0	0	0	20

Competitor (Audi 80's)	Car #	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Dropped points	Total	Pos.
Adrian Taranto	38	1	1	2	0	1	1	0	127	1
Wayne Dekker	2	2	2	1	0	0	2	0	91	2
Simon O'Keefe	71	0	3	0	0	0	0	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

William Finkelstein	730i	1992
Zissis Gyftopoulos	Sedan	1986
James Atkinson	Elfin	2002
	Rolls Royce Corniche	
Howard Devlin	2002 Tii	1974
Michael Dowding	E30 3239	1984
	E30 318i	1984
David Fitzpatrick	420d Gran Coupe	2014
Jordan Scott	E30 323i	1984
Kyle Brookes	E30 325e	1986
Peter Hetch	320i	2000
	325e	1985
Leng Chai Yong		
& Vincent Teh	2002 Tii	1974
Justin & John Chau	323i	1985
Paul Walters	2002	1972
Haley Cook	325e Baur	1987
Dean Womersley	M3	2008
Greg Calmer	E30 325i	1988
Matthew & Tyler Dutton	318i	1989
Rory Reed	E36	1992
Matthew Gigliotti	E30 325i	1988
Gavin Louie	M5	1992
David Lee	320i Conv	1988
Jack & Harry Heskins	323i	1986
Elvasio Basile	320ci	2002
	X5 Sports Diesel	2009
Lawrence		
& Shaaron Glynn	E90 320d	2008
	E93 320d	2010
	E46 M3	2005
	E21 323i JPS	1981
Pete Agas	E82	2013
Dr Herman Lim	F82	2014
Tom Carlisle	F80 M3	2014
Damien Gance	M5	2014
Renato Mota	2002 Tii	1974
Cassian Rausch	E30 325e	1985
Travis Webb	E30	1989
	E30	1988
Mouin Kaiss	535i	1988

Dominic Borg	E21 323i	1982
Jim & Jill Tucker	323i	1985
Lachlan Wells	520d	2009
Brad Mangan		
& Melissa Johnson	D30	2007
Theo & Robyn Hoffs	E31 840	1994
	Ford XY	1971
	Ford F100	1976
Hamish Lanyon	E30 318i	1985
	E30 323i	1984
Richard		
& Susie Baumgartner	6 Series Conv	2009
Kerry Sawtell	3.0 cs Coupe	1972
Ran Wang	M4	2014
Rocco Schiavone	M4	2014
Rick Cekic	M5 jahre 30	2014
Jason		
& Wendy Nicholson	733i	1979
Bassem El-assraoui	318i E30	1989
Gavin Koch	E30 325i	1990
Christopher Shirbin	318i	1989
John Reith	550i	2007
Kris Filippi		
& Katie Delahunty	E30 318i	1984
Darren Bulte	323i	1985

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Alan Irwin (Parts);
Zac Weiss (Service)

1233 Toorak Road,
CAMBERWELL VIC 3124
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Tony White (New & Used Cars)
Gilbert Nayna (Service).
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MORNINGTON BMW
181 Tyabb Road,
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Tel: 5970 5970
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Adam Rowell (New & Used cars)
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Tel: 9252 5000
Contact:
Patrick Latin (New & Used cars)
Richard West (Service)

BRIGHTON BMW
363 Nepean Highway,
BRIGHTON VIC 3186
Tel: (03) 9524 4000
Contact: Tony White (New Cars)
Nick Bishoff (Used Cars)
Ashley Sprague (Service)
Tom Monk (Parts).
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Nick Barret (Parts);
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Tel: (03) 5133 6600
10% discount on Service, Trade prices on parts

SERVICE & REPAIRS
Motorsport & Performance Equipment

ACTIVE MOTORWERKE
96-98 Highbury Road,
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Tel: (03) 9808 4909
Contact: Steven Bai
Performance modifications to any BMW; Road, Race and rally preparation.
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Contact: Graeme Bell
BMW & Mni Specialist, European Performance Centre, Smash Repair Services & Insurance Claim Centre

BM TECH AUTOMOTIVE
295 Canterbury Rd,
CANTERBURY VIC 3126
Tel: (03) 9836 1888
Contact: Joe Brogno
Trade Prices on parts for members

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Unit 137, 45 Gilby Road
MOUNT WAVERLEY VIC 3149
Tel: (03) 9558 9995
Contact : Tony
Special Prices for Members

NORTHERN BM Pty Ltd
200 Grange Road,
FAIRFIELD VIC 3078
Tel: (03) 9499 3088
Contact: Phil Showers
Full servicing, repair & motorsport preparation facilities.
Special Prices for Members

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Contact: Simon
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Contact: Russell Stuckey
Road or race tyres of all makes + range of Motorsport wheels
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770 High Street,
EAST KEW VIC 3102
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Building 41,
Clayton Business Park
1508 Centre Road,
CLAYTON VIC 3168
Tel: (03) 9550 5300

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2 Elna Court,
MOORABBIN VIC 3189
Full BMW servicing and tuning
Tel: (03) 9555 4049
Contact: Andrew or Jimmy
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WELSH AUTO PARTS
80 Johnston Sreet,
COLLINGWOOD VIC 3066
BMW, Mercedes, VW, Volvo & Audi parts
Tel: 1300 363 857
or Greg on 0418 578 740
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BM's R US
250 Edwardes St,
RESERVOIR VIC 3073
Tel: (03) 9460 5755
Web: www.bmsrus.com
Wide range of new and used BMW spare parts - 10% discount for members on all except new genuine parts
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BMW parts, service & repair specialists
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MORNINGTON VIC 3931
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AMEX AUTOBODY PTY LTD
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Tel: (03) 9459 6366
Contact: John Chesser

BMW BODYSHOP
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PORT MELBOURNE VIC 3207
Tel: (03) 9676 7666

CARDIP AUSTRALIA
12/41-49 Norcal Road,
NUNAWADING VIC 3131
Tel: (03) 9874 0060
Contact: Minal Doolabh
Email: info@cardip.com.au
www.cardip.com.au

CHARLIE BATTISTI & CO
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OTHER SERVICES

KAOS Custom Bikes
979b Glenhuntly Rd,
CAULFIELD SOUTH VIC 3162
Bicycle sales and repair, custom builds.
Tel: (03) 9563 6355
Contact: Andrew
10% discount for members

CLIMAIR ACCESSORIES AUSTRALIA
Slimline weathershields for BMW - Catalogue available on request.
Tel: 0419 355 721
Contact: Robert Bail
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363 Clarendon street
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Phone: (03) 9645 0342 or 1300 253 344
Web: www.clefhifi.com.au
Contact: Stan
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FBI TRAVEL
80 Kooyong Road
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Tel: (03) 8573 0900
Contact: Jeffrey Diamond

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Contact: Brenton
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Contact: Stewart Garmey
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