

TOPMarque

2016 Issue 143



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TWO
YEARS OF
DONCASTER BMW

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In the Centrefold: The Complete Set. Photographed by Southern BM.



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From the editor

Hello everyone and welcome to 2016.

I hope you all had a wonderful and safe Christmas and New Year break. I trust Santa was good to you, he certainly spoilt me!

The calendar of events for this year is beginning to fill up which is fantastic! As always, we welcome any suggestions for events, or if you would like to organise an event for the club we would love to hear from you. I must note that our motorsport sprint calendar is not yet final, we still have two rounds to add so keep an eye out in future issues and the email updates.

Our driver training dates are also not yet booked so stay tuned for those.

After the success of the long weekend trip to Echuca, Tony has organised a trip to Warnambool over the ANZAC long weekend. Head to our website to find out more information about this event or any other events: www.bmwccv.com.au.

If you have anything you would like to share in Top Marque please do not hesitate to contact me, I am always looking for new content. We love hearing from our members and take pride in being able to share your stories with the rest of the membership.

Wishing you all a fantastic 2016 and I look forward to seeing you at our coming events.

Jess.

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What's On

Date	Event	Location
14 February	Torquay Motor Show - Car Display	Torquay
28 February	BMWCCV Sprint Round 1	Broadford
29 February	Members Meeting	Supercharge Batteries
5 - 6 March	E30 Round 1	Winton Motor Raceway
6 March	Social Drive	Macedon Ranges
12 - 13 March	100 Years of BMW Celebration	Phillip Island Historics
17 - 20 March	Australian Formula 1 Grand Prix	Albert Park
25 March	Good Friday Appeal Car Show	The Keilor Hotel
9 April	BMWCCV Sprint Round 2	Phillip Island
10 April	RACV Classic Showcase	Flemington
23 - 25 April	Weekend trip	Warnambool
30 April - 1 May	E30 Round 2	Phillip Island
7 May	BMWCCV Sprint Round 3	Sandown
8 May	Social Drive	Mornington Peninsula
21 - 22 May	E30 Round 3	Sandown
June	Founders Dinner	TBA
2 - 3 July	E30 Round 4	Winton Motor Raceway
16 - 17 July	Winton Driver Training/Sprint Round 4	Winton Motor Raceway
20 - 21 August	E30 Round 5	Phillip Island
September/October	AGM	TBA
1 - 2 October	E30 Round 6	Baskerville
9 October	Driver Training Level 2	Winton Motor Raceway
29 Oct. - 1 Nov.	Weekend trip	Gippsland
26 - 27 November	E30 Round 7	Wakefield Park

Please refer to www.bmwccv.com.au for event information and registration

** Please note that more events can be added at anytime. The calendar is not final.*

If you would like to help in running any events, would like to run your own event or have suggestions for any events, please contact us: events@bmwccv.com.au.

10 years on.. In loving memory of Andrew Huntly Gordon

Written by: Martin Ridenberg

***Please note that the following article has been slightly edited to reflect time differences since first being published in 2005 Top Marque issue 105.*

For those of you who didn't get the opportunity to meet Andrew Gordon, he was the man behind the motorsport of the BMWCCV. After his passing Andrew donated money to the club, which is now used for the "Andrew Gordon Young Driver of the Year" award, given to competitors under the age of 25 that compete in all rounds of the sprint championship.

Andrew passed away peacefully on October 28 2005 after an 18 month battle with cancer.

10 years on from his passing, we remember a wonderful man. A man who epitomised just what the club is all about.

A tribute to my good friend, Andrew..

Cup Day weekend every second year is a long break that is looked forward to by myself and many club members for our bi-annual run down to Tasmania, and 2005 was no different. We were booked to leave on the Spirit of Tasmania on the evening of Friday 28 October and unfortunately that morning our greatly respected club member and my good friend Andrew passed away. It made for a very sombre meeting of club members later in the day at the wharf and even though we knew that the end for Andrew was near, the reality of it was still a shock. Rather than being alone in my thoughts, it was comforting to be with so many people that knew him so well. In normal circumstances Andrew would have been on the ship with us, also looking forward to a low flying trip around Tasmania.

I must admit that Pam and I spent a great deal of our trip waiting for a shiny Avus Blue M3 to go flying past, with us just managing to catch a glimpse of the AHG number plate as it tore off into the distance, just like it had in the previous two trips we have made to Tasmania.

I met Andrew at my first BMW Car Club monthly

meeting in early 1995 and together with Greg Hudson the three of us spent many a night together at each others houses with Greg's partner Marissa and Pam cooking us nice meals and when we went to Andrew's house (usually on a Sunday night) we always walked up to his local Chinese restaurant for a lovely meal. We all came from very different backgrounds and were at different stages of life but our common love of BMW's and special cars meant that we always had lots to talk about.

In those days I was a bit more active in motorsport and it was always terrific to have Andrew as an instructor in my car as I drive around the tracks, he was very good at pointing out the correct lines to drive, the apexes of the corners and encouraging me to try and go a bit slower into the corners and then to slowly feed the power back on as we exited. But even more I enjoyed being a passenger with him in his M3 on the track, he always drove smoothly and methodically but always managed to get great speed out of his car. He would always say "I'm driving at about 85% - 90% capacity now, don't forget to always leave some in reserve".

When the car club had it's first run to Tasmania in 1999 I was fortunate to go as a passenger with Andrew in his M3 for the four days. Each morning we would take off in his car and once the engine oil had heated up to Andrew's regulation 80 degrees, we had a fantastic time doing as many of the Targa stages as we could find, tearing around those magnificent windy empty roads at break neck speeds and having a real "boys weekend away", without any female handbrakes to speak of.

This trip really cemented my love of the M3 car and its fantastic abilities, especially as Andrew let me drive on several occasions, and from that weekend on I had always wanted my own M3, one day. Andrew's other love was for Ferrari and we often spoke about our dream cars, Andrew's Ferrari 355 and my M3 convertible.

It was a fantastic day when he picked up his new Ferrari and I will never forget the smile on his face when I went around to his house after work and he took me for a spin - "only up to 4000 revs as I'm

running it in” – everything was always done by the book. Imagine my surprise when he asked me for my licence details as he wanted to put me down as an additional driver with his insurance company, I never thought that I would ever sit in a Ferrari in my life, let alone ever drive one. I was lucky enough to go with Andrew on several Ferrari Club runs and to their track days and at the end of the day he would ask id I would like to drive him home saying “Don’t be afraid to give it a squirt, you know that’s what they’re made for”. It was always a great trip home.

Andrew was always very generous with his cars and was always happy to take people for rides around the track so that they could also enjoy the thrill of driving in such beautiful machines. When Andrew became ill in March 2004, it was a big blow, but in typical Andrew style, he was always positive and strong and expecting to beat the cancer. After his major operation it took a while until he recovered but then he saw his cancer as a challenge that he would conquer and as with everything else that he did with his life, he took it on with 100% commitment. When I visited him and asked him how he felt at first he would say “about 5 out of 10” and at one stage a few months later he was saying “about 8 out of 10” and it was great to see him getting a bit of fun out of life again and especially enjoying his new Ferrari.

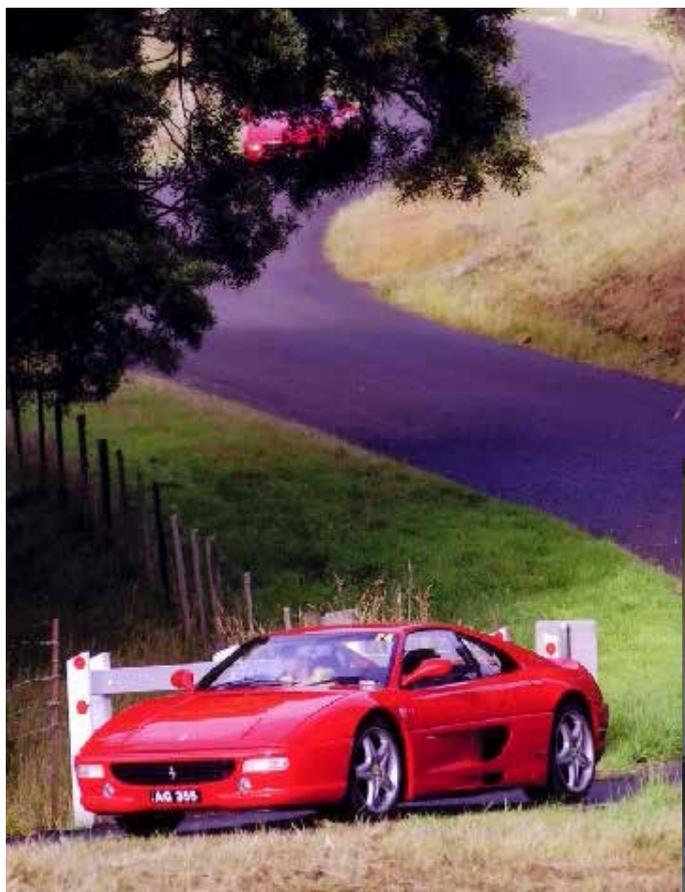
Unfortunately it wasn’t long before he had a few more stays in hospital and he let me know that the

future was looking particularly bleak. I was visiting him one day and we were talking about the car club and how big a part of it he ahs been in his time there and I asked him if I could buy his number pate “AHG” from him as it is a number plate that has been a real part off the BMW Car Club and I thought it would be a fitting tribute to him. Andrew kindly gave the number plate to me and I will be honoured to put it on another M3, mine, which is the only type of car that plate should be on.

So in the future, when you see “AHG” on the road again, it may not be going as fast as it used to, or be driven as expertly as it used to, but hopefully it will bring some nice memories back to you, as it will me.

The last time I saw him was a couple of weeks before he passed away and he was in a fair bit of pain, so I wasn’t there for long, but as I was leaving he was slowly walking with me to the door and he asked me “Martin, is there anything that I can do for you” – it just blew me away – here was a man that had been to hell and back and he had every right to be bitter and miserable, and he was still thinking of other people.

That moment just showed how he lived his life, always being considerate and genuinely being interested in the people around him. That is why so many people called him a friend. I, like many people, miss him terribly.





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Final costs are being prepared, but will be minimal. Option to attend either Saturday or Sunday or both. If you have any queries and would like to register your interest please contact Stewart Garmey: stewart@tradelanes.com.au or ph: 0418 730 676

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2015 Charity Ride Day

Written by: Kevin O'Driscoll



Participants in the 2015 BMWCCV Charity Ride Day annual event literally got “the ride of their lives” in a variety of sports and racing cars at Sandown Raceway on Saturday 21 Nov. 2015. This year was the third running of this event, described by Jo Mawson as one of the high points in the club’s activities. Jo was enthusiastic, claiming that “each year the Charity Ride Day has gotten bigger and better.”

Graeme Bell was able to attract more than 40 experienced track drivers and their fast machines pulled from the BMW E30 Racing series, Porsche Cup GT3 racers, several M cars and vintage Bimmers, as well as late model street cars including a ground sucking Audi A8.

The day started off a bit soggy and some of the exotics such as a Jaguar F series SS, a Ferrari 360 and racing cars running on slicks sat it out until the track dried out and the speed went up. Nevertheless, ride along participants were happy to jump into a great variety of different automobiles to lap Sandown.

There were late model Mini Coopers, and Bimmers including the E46 330ci driven by “The

Stigette”, a 135i driven by owner John Dewar, an elegantly fast M6. The emphasis was on going fast safely to make it a fun experience, and for the most part not a race. That doesn’t mean there weren’t some drag races down the back straight with clean passes, and late-braking at speeds in excess of 180 kph.

The “ride along participants” from the Salvation Army were treated to three or four laps in the car of their choice, some choosing to have a go in a couple different cars to compare them. “It is something they have dreamed of and will never forget” said Graeme.

Entering the front straight, traffic was controlled by racetrack marshals. After the warm-up lap, with some grip in the rubber, the riders and their drivers were treated to one or two hot laps, experiencing rapid accelerations, deceleration pushing them against their harnesses under hard braking and G-forces throwing them about in the tight corners. Finally, there was a nice easy cool-down lap to give a chance for the riders to ask any questions they might have. Mostly, though they were all grins or slack-jawed in awe of this experience, or would just say: “it was

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unbelievable, great, really cool.”

The marquee event of the day however was a mock race between about 10 E30 Racecars, most from the Bell Motorsport Team, the ride along for the race was 5-year-old Nick, who suffers from an incurable and progressive neurological syndrome. Nick’s wish was granted by the Make-a-Wish Foundation, in collaboration with the BMWCCV and Bell Motorsport, and this was to ride with the winner in a wheel-to-wheel sports car race. For his driver, Nick benefited from the expert touch of Steve Richards driving Sean Bell’s Championship Winning E30, fresh from his recent victorious co-drive at the Bathurst 1000 with Craig Lowndes.

With a champion driver like Steve, a four-time Bathurst winner, it was almost a foregone conclusion that Nick would take the chequered flag, but some close dicing through the tricky turns heading into the front straight left the winner in question until the very end of the race. Steve Richards was very generous with his time and support in making Nick’s big wish a reality, as were the other E30 drivers who all generously put their racing cars in the mix for the big event of the day.

Nick had been released from hospital for the event and was accompanied by his family including his big brother Matthew who likes to help take care of him. Matthew stated that: “Make-A-Wish is a great thing for my brother.” He said that Nick also wanted to ride in the Ferrari. Nick’s family were in agreement that the “Make-a-Wish” with the BMWCCV was really something special for the kids; “really the greatest thing!”

There was an incredible range of motoring hardware to behold and be held in at speed careening around Sandown Raceway. They ranged from a vintage Mini, a BMW 2002, a brace of Lotuses from Tony Peters including an Exige, there were also a couple Ultima GTR’s, an Opel Astra, a Holden HSV, very fast VE SS Ute, and an exotic red sports racing machine.

One special E30 M3 was at the event courtesy of club member Simon Latimer, this left hand drive car was imported from Sweden to Australia.

Outside the track itself there were some great vintage hot rods including a pristine ’34 Ford Coupe, and a pretty raw ’28 Ford model A Tudor powered by a Holden six banger, brought by Steve and Tony from Guzzlers Car Club Victoria. Bill from Guzzlers specializes in “rat rods” and had his big block V8 ’64 Pheonix with red steelie wheels there for rides outside the track itself.

You can tell that everyone takes a lot of pride in this event and that it brings a sense of satisfaction and of doing something “good” to all the participants, whether riders, drivers, volunteers, or spectators. First time ride-along passenger Ian Parkinson said it best with a big grin, a thumbs up, by exclaiming that he “Loves It!”

Thank you to the volunteers who came just to help on the day, there are far too many to list, but be sure your work did not go unnoticed, including the Rotary Club who again this year, put on a fantastic BBQ for all involved.



Echuca Escape - Cup Weekend 2015

Written by: Val Smith

A great weekend for everyone involved, great driving, great friends and fantastic food.

Day 1 - Saturday

We left Yan Yean Reservoir with 15 cars including a lovely RED "BMW Ferrari" and had a great run up through Whittlesea, Murchison Gap with pretty scenery and windy roads, then meeting for morning Tea at the Trawool Resort. Beraldo coffee was served and we had time to catch up with new and old friends.



Before long we were back to some great windy roads and little country towns until we arrived at the beautiful family owned winery, Tahbilk, where a stunning building, gardens and a great meal with frontage onto the Goulburn River awaited us.

After lunch we all headed off to some more country roads where we came across a single lane, wonky, rugged old bridge, I'm sure most city people wouldn't have seen one like this! But we all made it across.



Then arriving in Echuca we went to the Great Aussie Beer Shed & Heritage Farm Museum.

What an amusing man running this centre, he had us all in stitches telling us stories about the war and collecting items. I have never seen so many beer cans in one place.



With our visit over we headed to our accommodation in Moama to settle in for the weekend and have a meal at the Comfort Resort.

Day 2 - Sunday

Breakfast then a big decision – do we go to the National Holden Museum or go for a walk (via a coffee shop) to the markets. The markets won for the ladies and a couple of very brave men, and what a great market it was and I do believe the guys had a great time at the Museum also.

A short drive to our Lunch at Morrison's Riverview Winery in Moama on the banks of the Murray. It was a beautiful spot, I recommend it if you want a great weekend away book into this place for a meal.

We watched a major storm come across, some were worried about their cars but the worst of the storm missed us but caused a bit of damage further on in Nathalia.

The afternoon was free to do whatever we please before meeting in the evening for a wander around the Echuca Port and great meal at the Star Hotel run by the previous owners of Oscars of Echuca, both multi award winning restaurants. After dinner we had an after dark tour of the Port, having some amazing stories told, meeting the "ghost" and the local cat, discovering some dark secrets of the Port.

Day 3 - Monday

After breakfast we travelled about an hour to reach the wetlands of the Barmah National Park where we had a gentle, peaceful cruise along the Murray River learning a lot about the changes in the river, animals and birds that live in and around this amazing river.



Lunch was a picnic hamper at the river, then a short drive to the Muster yards.

The a interesting drive through Picola, Nathalia for afternoon tea, where we also saw the aftermath of the previous days storms.

In the evening, we were picked up by mini-bus to be taken to the Port of Echuca for a river cruise dinner and some lovely food. The view from the river was beautiful with a quite a lot of bird life, everyone have a wonderful evening.



Day 4 - Tuesday

Tuesday morning we had our last breakfast together then pack our bags to begin the trip home. Some went to the Torrumbarry Weir where there's the lochs for boats to travel along the

Murray river and others went into Echuca and did some window-shopping in the boutique shops of Echuca.

After an hour or so we headed off to meet at Rochester down the road towards Bendigo via back roads arriving into Bendigo for the Melbourne Cup Luncheon held at Quills Restaurant overlooking Lake Weeroona.

Everyone went to quite some trouble to dress up and make the day a great occasion, which included a fashion parade and Melbourne Cup sweep.

Best Dressed Couple – Barb & Jeff Murdoch



Best Dressed Female – Karline Merlino



Best Dressed Male – Paul Wetherall



This was a hard decision but thanks to our judges Graham & Janice Perrett the decision was made easy.

Special thank you to Tony for organising another fantastic trip away and to each and every member that came on the trip as you all made it a fantastic long weekend! If you've not experienced a BMWCCV long weekend trip away, I highly suggest you do so!

BMW Group Australia announces 2016 Australian GT Championship assault

BMW PRESS CLUB



BMW Group Australia has confirmed the company will enter the Australian GT Championship in 2016, fielding its newly developed BMW M6 GT3 performance car in the prestigious series.

The racing version of the renowned BMW M6 coupe, the M6 GT3 was unveiled at the IAA Cars 2015 in September and has attracted interest from private teams in a host of championships and renowned race events around the world – and now it's headed to Australia.

Marc Werner, CEO of BMW Group Australia, is the architect of the brand's plan to return to the popular local GT Series.

"It's a well known fact that Australians love performance vehicles, and the BMW Group designs and produces some of the world's best performance vehicles – it's in our DNA.

"Vehicles such as our remarkable BMW M6 GT3 are born to race, so why wouldn't we go racing? It makes perfect sense – it's part of our brand's performance heritage," Werner said.

"We definitely have an exciting 2016 motorsport season ahead of us. For one thing, BMW will be 100 years old, and that obviously gives us extra motivation to present the brand with as much

success as possible to mark its anniversary. Plus, after many months of intense testing, we can't wait to finally see the BMW M6 GT3s make their race debuts in Australia.

"I am certain that we, our customers and the fans will have a lot of fun with these cars. With this in mind, I am particularly pleased to be able to welcome SRM into the BMW family, as a new team responsible for running the BMW M6 GT3 in Australia."

Assisting BMW Group Australia in their quest for a podium in 2016 will be four-time and current Bathurst 1000 winner, Steve Richards, and his team, Steve Richards Motorsport. The team will be known as the SRM Team BMW.

Richards has been confirmed as the driver of the formidable M6 GT3, and he admits it's been hard to wipe the smile off his face.

"The M6 GT3 is awesome! I can't wait to get behind the wheel!" Richards said.

"At the same time, we're delighted to be teaming up with the iconic BMW brand, celebrated for its high-performance vehicle engineering, on-track driving dynamics and enviable motorsport heritage. BMW has also had a big part to play in our family's motor racing history.

“The first season with the BMW M6 GT3 will certainly be exciting. It is a completely different concept to its predecessor, the BMW Z4 GT3.

“As such, a lot will be new, so it is hard to predict how quickly we will be up among the front-runners. However, I am impressed by the support offered by BMW Motorsport in Munich and BMW Group Australia. Everyone is doing their best to make the project a success as quickly as possible,” Richards said.

Steve Richards Motorsport will also manage on-track support and parts supply when further M6 GT3 vehicles join the program during 2016.

“With SRM Team BMW we will provide other potential BMW M6 GT3 owners on- and off-track support for their own racing programs and utilise our experience to help reach their full potential driving the car,” Richards said.

The SRM Team BMW inaugural race program will include selected rounds of the 2016 GT Championship, covering both Sprint and Endurance events.

The team’s campaign will begin with the second round of the Sprint program, the Australian Grand Prix event from March 17 to March 20, 2016. All four rounds of the Endurance program will be contested, including the Phillip Island (May 29), Sydney Motorsport Park (August 26-28), Hampton Downs (October 28-30) and Highlands Park 101 (November 13) events.

The first all-new BMW M6 GT3 is scheduled to arrive in Australia in February.

Initially unveiled at the IAA Cars 2015 in Frankfurt, the BMW M6 GT3 is the product of vast experience amassed since 2010 with the vehicle’s successful predecessor, the BMW Z4 GT3.

The BMW M6 GT3 is BMW’s most economic GT racing car ever, with significantly lower running costs than its predecessor, the BMW Z4 GT3, as well as longer life-cycles for cost-intensive parts – and at the same time increasing performance. At the heart of the car is the BMW 4.4-litre V8 engine with M TwinPower Turbo technology, sequential six-speed racing gearbox, significant weight reduction and optimised body aerodynamics. In addition, with its centrally positioned driver’s seat and long wheelbase, the BMW M6 GT3 offers enhanced safety, stability and driving dynamics.

Further details of SRM Team BMW’s 2016 schedule will be revealed early in the new year.

The BMW Group

With its three brands BMW, MINI and Rolls-Royce, the BMW Group is the world’s leading premium manufacturer of automobiles and motorcycles and also provides premium financial and mobility services. As a global company, the BMW Group operates 30 production and assembly facilities in 14 countries and has a global sales network in more than 140 countries.

In 2014, the BMW Group sold approximately 2.118 million cars and 123,000 motorcycles worldwide. The profit before tax for the financial year 2013 was € 7.91 billion on revenues amounting to approximately € 76.06 billion. As of 31 December 2013, the BMW Group had a workforce of 110,351 employees.

The success of the BMW Group has always been based on long-term thinking and responsible action. The company has therefore established ecological and social sustainability throughout the value chain, comprehensive product responsibility and a clear commitment to conserving resources as an integral part of its strategy.





THE COMPLETE COLLECTION

PHOTOGRAPHED BY SOUTHERNBM



Oh Two Joy

Written by: Taylor Zhou

For many people including myself, classic car ownership is not so much about the destination but more about the journey. This may include running out of fuel on the way to class, finding out your entire stereo install was a wrap-and-twist job or being approached by people who think you're a taxi driver (although that's solely a problem for yellow cars). It is the events you can not foreshadow and the emotions that come with them that makes classic car ownership so rewarding and addicting.

This is my 1974 BMW 2002 and I have owned it since August 2013. The previous owner named it Sunny and I have continued to refer to it by that name. No two classic cars are the same; after all, Sunny represents 41 years worth of history, outdated trends and (quite often) dodgy repairs. Sunny is simple, function and humble. Contemporary cars are generally overlaid (and often overloaded) by technologies that break the intimate connection between the driver,

car and the road. The 2002, along with many other pre-1980's cars, allows you can feel every single feature on the road and respond to them by providing direct input that results in instant feedback.

Sunny is a UK delivered car that was brought into Australia by an immigrating couple during the 1980's. It was then sold to a vehicle leasing company in Sydney that specialised in leasing cars for film and advertising. I was told Sunny was used in television advert where a young woman was standing out from the sunroof whilst snowing and being blocked in by other cars. Traces of polystyrene particles used for the snow effect on set can still be found in the interior and engine bay. I have still yet to find this advert but if anyone has any knowledge of it please let me know!

The 2002 was part of BMW's line of compact coupes and sedans produced between 1962



and 1977. This line was called the Neue Klasse. The Neue Klasse not only was the solution to company's financial struggles but also gave the small regional manufacturer international recognition. The denotation of each model represents the number of doors car had and the displacement the engine had. The 2002 was born when workers at BMW fitted the two-litre M10 engine into a 1600-2 for their personal use.

At the same time there was a demand for a high performance version of the 1600-2. You could say the rest is history.

The BMW 2002 made an appearance in numerous motorsport categories but was unfortunately not very successful compared to the likes of Alfa Romeo, Porsche and Datsun.



However, the BMW 2002 was never intended to be a prestigious car. It was sold for a modest price, which meant they became the car many people grew up and learnt to drive in. Unlike Alfa Romeo's and MG's from the same era, which were pampered and only made appearances on sunny Sunday mornings, 2002's were largely used as an A-to-B car. Up until the 1990's 2002's were a regular sight on the roads but after that their appearance on the road suffered from a massive decline, as they became a victim to rust. On many occasions I have been approached by many people who have told be how they wished they had looked after and kept theirs.

Like the Ford Escort and the Fiat 124, the BMW 2002 with its three-box configuration was a

people's car. They weren't known to be owned or driven by a particular demographic, but instead were known to be owned and driven by everyone. Teenagers made love in them (thanks to its spacious interior), mobsters undertook trades in them (thanks to its performance and understated appearance) and racers modified them and tried to take home trophies.

Whilst the early iterations with the round tail lights are more sort after I personally believe the square tail lights suit the lines and form of the car much better. And no, it's not a excuse I've made up because I don't have a roundie!

To improve the car's performance and handling, a 5-speed transmission and 3:91 differential from an E21 has been fitted to the car. All four

corners sit on Bilstein Sport shock absorbers and Australian made King low springs that lower the car by an inch.

A full custom exhaust system with a dual centre exit ensures Sunny makes all the right noises. This car is in that sweet yet awkward position many 80's era cars are currently in. It is awkward because it is in too good of a condition to be fully stripped down and restored but also has enough wear and tear (and questionable repairs) to keep my hands and wallet busy. But it is sweet because it is not in concourse condition therefore I'm able to enjoy driving it without worrying too much about minor imperfections.

Continued over page..

This car is in that sweet yet awkward position many 80's era cars are currently in. It is awkward because it is in too good of a condition to be fully stripped down and restored but also has enough wear and tear (and questionable repairs) to keep my hands and wallet busy. But it is sweet because it is not in concourse condition therefore I'm able to enjoy driving it without worrying too much about minor imperfections.



The interior of Sunny is largely original. It is fitted with a factory electric sunroof which is a very rare find nowadays.

Up until the 1990's many new car dealerships offered Recaro seats as optional extras. The front and rear seats as well as the dashboard have been retrimmed and reskinned while the vehicle leasing company in Sydney owned the car. This company got the interior restored before paying any attention to the mechanicals of the car - they only cared about what the camera captured!

After almost two years of searching, I was finally able to track down a set of BBS RS001's that are built to the ideal staggered size for a 2002. Whilst they require a fresh lick of paint and some elbow grease I was fortunate enough to purchase them without going over budget.

With a classic car you will never be bored. There is always something to mend, something to improve and something to admire. Along the way you will obtain knowledge, make new friends and develop an intimate relationship with many

ups and downs. While you may spend more time under the car than behind the wheel, there will never be a moment you won't remember fondly back upon.

Next time you hop onto a used car classifieds website, I suggest you sort your listings from oldest to newest.

Engine and driveline

- Weber 32/36 DGV Carburettor
- Electronic ignition
- Full custom exhaust
- E21 Getrag 245 5 speed transmission
- E21 3:91 differential

Suspension

- Bilstein Sport shock absorbers
- King low springs

Interior

- Dealer installed Recaro seats
- Reupholstered front and rear seats
- Reskinned dashboard
- Momo Futura wood grain steering wheel

Body

- Factory electric sunroof
- Zender rear spoiler

Wheels

- Ronal LS 15x7.5 +20
- BBS RS001 15x7 +25 (front) and 15x8 +13 with a 12mm spacer (rear)

Go Karting Drivers Cup presented by Southern BM

Written by: Jenna Patan

Round 1: Sunday 2 August, 2015

Anticipation was high as we all assembled outside of Aus Karts Port Melbourne ready for the first round of the Go Karting Series. It was all about the individual (unlike Round 2 which was a Team Enduro) – so everyone was determined to put down their best time and make it to the “A” group race.

The indoor track was awesome; it had heaps of tight corners and lots of places to try and overtake. I use the word try because my competitive streak kicked in and I was almost ready to murder James from SouthernBM when I couldn't get around him!! Even worse when I bumped through it wasn't clean and of all people Sean Bell came flying through the gap and ended up taking the win!

We had a great day, Aus Karts were a great host (we even got little medals) and SouthernBM were kind enough to sponsor the event which allowed

all our winners to take home these great trophies for their efforts on the day. Alex Jory took the win, closely followed by Alan How and James Waldie.

Although I wasn't happy with Sean's dodgy pass, I have to say thanks for organising a really successful day. Everyone who attended had a brilliant time and couldn't wait for the Team Enduro in October.



Round 2: Sunday 4th October 2015

The sun was out and the smell of competition was in the air at Ace Karts in Albion. After the safety briefing (which included no bumping, no bumping and no driving the wrong way) each of the Teams had to select who was driving in which position prior to the first round of qualifying.

This event worked differently to a normal karting session. Everyone was partnered up and each person had 10mins to qualify and then there was a 40min race. This included a driver change in the pits at about the 20min mark. It was a fantastic way to run it and the guys from Ace Karts did a great job keeping us all ready to go. The track itself was brilliant. The surface is almost new and the karts are about 4 months old – this made us even more competitive.

For someone who never wins anything, I was so excited to come 3rd (especially after 2 accidents!) as for Sean he hasn't know what 3rd looked like for a while (sorry for bringing you down a couple

of steps on the podium!). Well done to James Waldie and Charlie Tilkler for taking out first place on the final lap!

A huge thanks to Sean Bell for organising the series this year, as well as SouthernBM for sponsoring the event and providing all the trophies that were handed out. I hope that we can do this again next year.



Get to know the 2015/2016 President

Written by: Rod Smith

After many years as a BMWCCV member, I consider myself privileged to now hold the position as President of our club.

I've been a member of the club for some time now, approaching 25 years – where has the time gone? During that time I have had many experiences, met some wonderful people and had the opportunity to be involved in many events ranging from weekend cruises, driver training, motorsport, bi-annual Club Nationals, Tassie trips and even a Europe BMW trip with our fellow Queensland members in 2008.

My first BMW was a 1981 e12 528i which I purchased in late '80's, quickly followed by an e30 which we sold, then bought back many years later, which I have now turned into my track car.

Val and I have also owned various e30's and e28's, M535i's, an e34 535is, e36 318ti, e46 M3 & 330ci convertible. Our currently daily drives are e93 335i M sport convertible and an e70 X5M in which we're both thoroughly enjoying the "driving experience".

After being involved on the club committee for a couple of years as Events Coordinators, we decided to take a break due to work commitments and relocating back to Bendigo. However we did miss our involvement in the club and when the opportunity arose to step back onto the committee, I didn't have to think too long before nominating for the President position, although I

had big shoes to fill.

During my time as President, I'd like to consolidate the club and continue to offer the variety of events and programs that our club is renowned for. I would like to expand on this even further, so that there is something that will appeal to all club members.

So far in my Presidency, I have been able to attend the CAMS Awards night at the end of 2015, where the BMW Car Club of Victoria received an award for the 30th anniversary of the club. An award which we should all be proud of.

With club membership approaching 700, this may seem quite a task & I would encourage all members to get involved in whatever area that may interest you.

We are always ready to assist if a member has an idea for an event or program.

I'd also like to foster & strengthen some of our sub-groups which includes 2002's, 6 series, M cars, maybe under 30's (Sub3Zero?) events for our younger members.

We are open to ideas and if a club member has something in mind, please do not hesitate to contact me.

I look forward to meeting you at a BMWCCV event in the near future!



Myself (right) with Graeme Bell, life member and Motorsport Captain of the BMWCCV (left) and Eugene Arocca, CEO of CAMS (Centre)

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Lady Cutler Christmas Cruise & Celebration of Excellence

Written by: Jo Mawson

13th December, 2015 was the date we set for this annual event and what a day. Not a breath of wind and the sun was out from early hours.

Graeme and I arrived at Central Pier at 8.30am to be met by John Ristell and Sirpa Ristell who were also up with the birds nice and early. Tony, Stephen and Judy were soon to follow.

We had a steady procession of beautiful cars arriving, all looking spectacular for the annual Celebration of Excellence. Tony and Graeme worked tirelessly getting all the cars into position and I must admit we really had a fantastic variety of BMWs. I would like to thank them both for their help with this event as they both are amazing.

Judging commenced shortly after that, with 8 sets of judges all scrutinising the cars with eagle eyes.

After Tony had finished collating the scores we all

boarded the Lady Culter to commence our 3-hour Cruise.

Buffet lunch was served not long after we set sail of roast Beef, Port and Turkey with veg and salad followed after by scrumptious desserts.

Our awards were presented through the cruise and I am sure all will admit all winners were well deserving.

I would like to congratulate Robert Pavlov for winning 3 trophies for the day Best in class, Best on day and people choice.

I personally would like to thank all members who attended as without you there wouldn't be an event. Many months of planning worked out to be success and I look forward to 2016 and many more enjoyable days out with BMW Car Club Victoria.

See below for the Celebration of Excellence results.

No.	Class	Name	Car	Rego	Grand Total (500)	1 Entrant (100)	2 Exterior (100)	3 Interior (100)	4 Boot (100)	5 Engine (100)
BAU GRUPPE 201X F01 7s, F10 5s & 6s, F20 1s & 2s, F30 3s & 4s, F45 2s, F80 M3s & M4s, F85 X5s & X6s, i cars										
1	A	WHELAN, Anthony	F01 750i	TW750	377	36	95	73	85	88
2	A	PATAN, Jenna	M235i	1JENNA	342	35	88	71	70	78
BAU GRUPPE 201X E70 X5, E71 X6, E81/E87 1s, E84 X1, E89 Z4, E90 3s										
1	B	GARMEY, Stewart	E92 325ci	UME855	362	52	85	78	70	77
2	B	ADAM, Stewart	E82 123d	VAJ109	345	41	82	63	80	79
3	B	LEE, Ken	E87 123d	WGD265	331	38	85	60	81	79
4	B	DEWAR, John	E82 135i	JD1351	268	42	84	73	69	0
BAU GRUPPE 200X E46 3s, E53 X5, E60 5s, E63 6s, E65 7s, E83 X3, E85 Z4s										
1	C	McCONCHIE, Ewan	E86 Z4M	VBMWZ4	373	43	94	70	75	91
2	C	RISTELL, John	E60 M5	VMMMM5	365	40	89	50	94	96
3	C	GLYNN, Lawrence	E46 M3	1DP2IM	349	48	95	65	68	73
4	C	ROUND, Ian	E85 Z4M	1CB9JJ	337	43	92	53	69	80
BAU GRUPPE 199X E31 8s, E36 3s, E36/7 Z3s, E38 7s, E39 5s										
1	D	PAVLOV, Robert	E31 840ci	RP8488	422	67	90	85	91	89
2	D	O'DWYER, David	E31 840ci	VCI840	379	61	89	84	70	75
3	D	TURNER, David	E36 M3	T994T	367	58	93	78	64	74
4	D	HOW, Dean	E38 L7	ABD442	354	64	80	66	62	82
5	D	BURKE, Ian	Z3M Roadster	VIB010	349	51	86	67	62	83
BAU GRUPPE 198X E30 3s, E32 7s, E34 5s										
1	E	CARUSO, Paul	E32 740iL	16443H	401	66	89	87	74	85
2	E	HOW, Dean	E30 M3	16960H	315	66	72	51	50	76
BAU GRUPPE 197X E21 3s, E23 7s, E24 6s, E28 5s										
1	F	HOW, Dean	E24 635csi	VIC635	374	74	86	69	63	82
2	F	WHITFORD, Michael	E24 M635csi	35383H	337	73	86	61	60	57
NEUE KLASSE 2002s, E3 2500/3.0L, E9 3.0CS/CSL, E12 5s										
1	G	MAWSON, Jo	E3 2500	53380H	355	86	84	57	45	83
2	G	HOW, Dean	E9 3.0CS	LV0300	345	77	80	65	51	72
BMW RACE & RALLY CARS										
1	R	BELL, Chris	E30R	02478H	252	74	48	20	22	88
BEST IN SHOW & PEOPLE'S CHOICE										
		PAVLOV, Robert	E31 840ci	RP8488	422 and 8 votes					

2015 Winton 10 hour

Written by Graeme Bell



Again this year we were lucky enough to enter a team in the annual Winton 6 hour, which this year was the Winton 10 hour to celebrate the tenth running of the event by the Alfa Club.

Team members comprised of Paul Kertes, Chris Bell, Matt O'Neil, Rory Plant and Jenna Patan.

Bell Motorsport has competed in this event 13 times over the past 15 years and over the past 6 years have been on the podium every year, winning it twice including last year and as all teams do we were hoping to achieve this again at this event. But at the same time expecting it to be a lot harder this year with the 10 hours being split into two events. One four hour race on Saturday and the usual six hours on Sunday.

Practice went well with no incidents and cars behaved perfectly.

Saturday morning, early to track, all drivers and cars were ready. Scrutineering was done. Driver

BOQ
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Briefing completed. Team chat from me, off we head to our posts, ready for the action. Pit crew consisted of Michael Monshing, Rachel Kertes and James Griffith. Timing was Anton Bergman and Sean Bell. Catering was Jo Mawson. I would also like to thank Jess Bell for driving up on Friday and Sunday to deliver one of the race cars and also support the team.

First sessions went out and we were recording some great times and getting quite a few bonus laps by all drivers and it seemed they were all invincible, the day was going along smoothly with no car issue and hardly a yellow flag on the track. Sunday morning again early to the track and again all to the ready.

Sunday was not as good as Saturday with a few accidents on the track, with one particularly bad



one which shook up a few of us but fortunately no drivers were hurt only cars came off a bit worse for wear. This only reiterates the necessity of proper safety gear in the cars to ensure all drivers are protected.

The day ended with all our cars still in one piece and all drivers feeling very happy with their times but anxious to see how well we did. 40+ teams competed, so began the long count down from 40 downwards. I must admit I was hoping for a top 5 finish as I was quietly confident that my team did enough to get us there. It got to 5th spot and I was happy we were in the top 5. 4th then 3rd place were called and it was team E30. I am so proud of the team for coming away with third place. When they called out our name I could

see a few tears in everyone's eyes.

Presentation was done and was time to go and celebrate with the crew. A few photos later, cars loaded and off home after a very long but successful event.

I would like to thank the drivers, Chris and Paul, exceptional as always, Matt, Rory and Jenna all did an excellent job, every one gaining bonuses. All the crew, without you all we would not have a team.

This year we were lucky to have two sponsors on board, so I would like to thank Bank of Queensland Frankston and European Auto Refinishers for their generous support.



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2015 BMWCCV Clubsport Championship

Rank	Name	Car	Class	Final Points
1	Jessica Bell	BMW E30R	I	49
2	Rory Plant	BMW F20 125i	F	45
3	Jenna Patan	BMW E30 325i	I	44
4	Rod Smith	BMW E30 320i	B	24
5	Graeme Bell	BMW E30R	I	22
6	Sean Bell	BMW E30 325i	I	20
7	James Smith	BMW E30 320i	B	18
8	Paul Kertes	BMW E30 R	I	17
9	Louise Forrest	BMW E30 325i	D	16
10	Matt Walsh	BMW E36 M3	J	10
11	Chris Bell	BMW E30 R	I	9
11	Jeff Murdoch	BMW E82 135i	F	9
11	James Waldie	BMW E87 130i	D	9
11	Bruce Corrin	BMW E46 M3	H	9
11	Sally-Anne Hains	BMW E46 CSL	H	9
11	Peter Caretti	BMW M3	H	9
11	Ashan Perera	BMW E30 M3	H	9
18	David Murton	BMW E21 323i JPS	C	8
18	Stephen Gorman	BMW E30 325i	C	8
18	Leonard Siragusa	BMW E36 M3	H	8
18	Ashan Perera	BMW M3	H	8
18	Paul Glasser	BMW 2002	B	8
18	Craig Lindsell	Mini Cooper S	D	8
18	Steve Webb	BMW E21 323i	D	8
18	Justin Meminn	BMW M3	G	8
18	David Carver	BMW E36 M3	I	8
18	Dylan Best	BMW M3	I	8
18	Josh Hyde	BMW E30 325i	I	8

2016 Clubsport Sprint Championship dates:

28 February	Round 1	Broadford
9 April	Round 2	Phillip Island
7 May	Round 3	Sandown
17 July	Round 4	Winton Motor Raceway
	Round 5	TBA
	Round 6	TBA

*** Please note that there are still two dates to be set for the remainder of the Sprint Championship.*

BMW Drivers Cup - E30 Racing

Competitor (E30's)	Car #	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Rnd 7	Rnd 8	Dropped rounds	Total	Pos.
Sean Bell	1	22	25		25	25	22	25	18	3 & 8	144	1
Brian Bourke	27	22	22	22	18	20	16	18	25	6 & 7	129	2
Stan Armstrong	12	16	18		20	11	25	22	22	3 & 5	123	3
Geoff Bowles	24	18	16			16	20	20	20	3 & 4	110	4
Glenn Potter	66	14		18	16	15	11	15		2 & 8	89	5
Simon Mitchell	99			20	22		18	16		1 & 2	76	6
Glen Kenneday	41	15	20	25	0					5 & 6	60	7
Gary Pearce	50	11						13	16	2 & 3	40	8
Jim West	68	12	13	15						4 & 5	40	8
Huw Montgomery	45	13			14	13				2 & 3	40	8
Chris Bell	29	8				18	12			2 & 3	38	11
Rodney Potter	88				15			14		1 & 2	29	12
Matt Martin	43	25								2 & 3	25	13
Graeme Bell	31	9			13					2 & 3	22	14
Nathan Geier	5					22				1 & 2	22	14
Cruz Cody	39			16						1 & 2	16	16
Brad Rodwell							15			1 & 2	15	17
Andrew Adams	48		15							1 & 3	15	17
Dan Birt	3		14							1 & 3	14	19
Anita Abzatz	19					14				1 & 2	14	19
Steve Seizis							14			1 & 2	14	19
Dean Trajkovski							13			1 & 2	13	22
Gavin Stubbs	39					12				1 & 2	12	23
Jess Bell							10			1 & 2	10	24
David Lumb	36	10								2 & 3	10	24
Donovan Mollenhagen*	85					10				1 & 2	10	24
Alan How							10			1 & 2	10	24

* Audi 80 - DSA Penalties are shown in red

Catch E30 racing in 2016 on the following dates:

5 - 6 March	Round 1	Winton Motor Raceway
30 April - 1 May	Round 2	Phillip Island
21 - 22 May	Round 3	Sandown
2 - 3 July	Round 4	Winton Motor Raceway
20 - 21 August	Round 5	Phillip Island
1 - 2 October	Round 6	Baskerville, Tasmania
26 - 27 November	Round 7	Wakefield Park



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E39 Schmiemann gear lever cover -Sport Edition-, hand-sewn genuine black leather or suede with red stitching and a stainless steel emblem. Fits most BMW models.

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

\$325.52



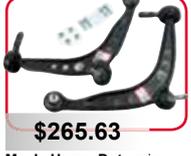
E36 M-Tech. sport steering wheel leather inclusive airbag

\$550.38



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

\$415.17



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

\$265.63



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

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- E60/E61 from .. \$186.71



Lowering springs from German Lowtec e.g. sets with 4 springs

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- 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



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

BMW E28 / E24

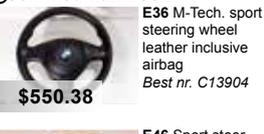
\$1,162.84



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



E46 Sport steering wheel with multifunction

\$259.60



BMW E46 saloon 323i 1998 Car no.: 1633



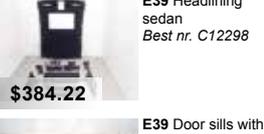
E39 Interior fenders three "Gold Color"

Best nr. C11538

\$134.99



BMW E60 saloon 523i 2006 Car no.: 1521



E39 Headlining sedan

Best nr. C12298

\$384.22



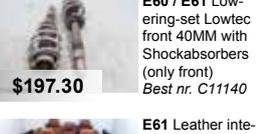
BMW E60 saloon 520i 2003 Car no.: 1620



E39 Door sills with extra krome 4 pcs.

Best nr. C14050

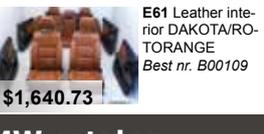
\$93.46



E60 / E61 Lowering-set Lowtec front 40MM with Shockabsorbers (only front)

Best nr. C11140

\$197.30



E61 Leather interior DAKOTA/ROTORANGE

Best nr. B00109

\$1,640.73

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	118d Conv.	2012
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D Patrick Moore	3.0 ccsi	1972
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	325i	1990
	M3	2004
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	R53 Mini Cooper	2004
	E30	1989
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Michael Lo	M4	2015
Walter Buchler	F85 X5M	2015
Rainer Runge	F82 M4	2015
Philip Parente	X6M	2015
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Turhan Anar	325i	1987
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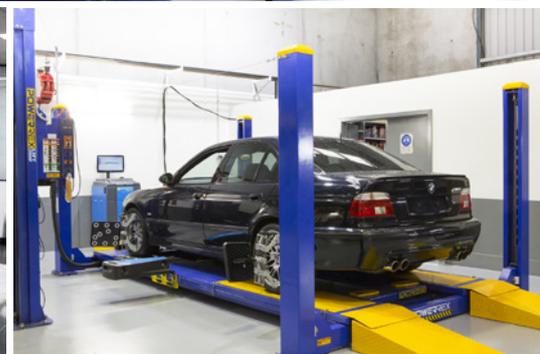
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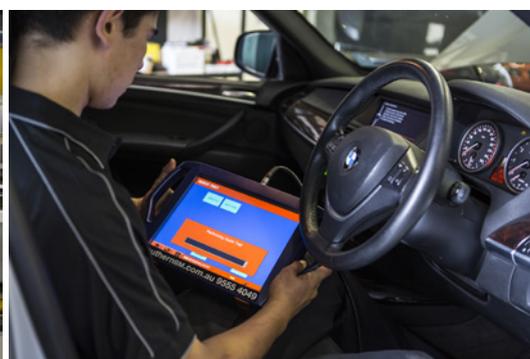
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