TOPMarque

2016 Issue 144

BMW club

Member of BMW Clubs International Council

BMW Car Club Victoria

At Doncaster BMW and Bundoora BMW we pride ourselves on delivering exceptional customer service and exceeding expectations. That is why we have introduced the option of an Interactive Service Appointment. These appointments will give you the opportunity to have a closer look at your Ultimate Driving Machine as well as discuss your vehicle condition and service reports with our BMW qualified technicians. Your vehicle condition report can also be discussed with our friendly BMW service advisors. Interactive Service Appointments are approximately 30 to 40 minutes in duration. Therefore, please allow sufficient time for your individual consultation.

Interactive Service Appointment Schedule.

Upper vehicle condition.
- Check to be carried out in our workshop
- Vehicle body condition checked
- Interior of your vehicle checked
- Engine bay checked

Vehicle raised half way.
- Closer condition report on lower body
- Tyres and rims checked
- Front and rear suspension checked
- Brake condition report

Vehicle is raised for under chassis check.
- Chassis trims will be removed
- Visual inspection of engine, gearbox and differential
- Suspension joints and connecting load bearing checked
- Under chassis items visual inspection

Enjoy peace of mind when you service your vehicle at Doncaster BMW or Bundoora BMW. To book your Interactive Service Appointment,* please speak with one of our Service Receptionists today.

Doncaster BMW 812-814 Doncaster Road. (03) 8848 0000. doncasterbmw.com.au LMCT 8560
Bundoora BMW 62 Enterprise Drive. (03) 9468 8000. bundoorabmw.com.au LMCT 8560

*Terms and conditions apply. Service charges apply. Bookings are essential.

TWENTY TWO YEARS OF DONCASTER BMW

Journal of the BMW Car Club of Victoria Inc.
Issue No. 144

Publisher
BMW Car Club of Victoria Inc.
Reg. No. A0045268J

Editorial Address
The Editor
BMW Top Marque
PO Box 81
Tyabb Victoria 3913
Email: editor@bmwccv.com.au

General Mail & Enquiries
The Secretary
BMW Car Club of Victoria Inc.
GPO Box 1250
Melbourne Victoria 3001
Telephone: 0418 509 171

Try our website www.bmwccv.com.au for more club information. Or join us on Facebook: /groups/BMWCCV

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.

All rights reserved. No part of this journal may be reproduced without the written permission of the BMW Car Club of Victoria Inc. The Editor reserves the right to edit any material.

Submission of any material constitutes permission to edit and publish that material. The opinions expressed in this journal are not necessarily those of the BMW Car Club of Victoria Inc, unless stated as such. The Editor, authors and the BMW Car Club of Victoria Inc. assume no liability for authenticity or correctness. The BMW Car Club of Victoria Inc. does not recommend any individual establishment.

Advertising rates upon application

Advertising enquiries
Marketing Coordinator: editor@bmwccv.com.au
The BMW Car Club of Victoria Inc. reserves the right to refuse any advertisement without stating a reason.

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

Trade Practices Act
We draw the attention of advertisers to the Trade Practices Act 1974 and the provisions in the Act that apply to advertising. The BMW Car Club of Victoria Inc. cannot ensure that advertisements which are published in this journal comply with the Act and the responsibility must therefore be on the company or person submitting the advertisement for publication.

Cover and centrefold:
M6 Gran Coupe and M2 Coupe
Photographed by Leigh Kelly
Vehicles supplied by South Yarra BMW

Member of the International Council of BMW Clubs

BMW Clubs Australia

BMW Clubs International Council

BMWCCV Inc. is a CAMS Affiliated Car Club

cams

100 YEARS BMW

BMW CLUBS | ONE PASSION. ONE COMMUNITY.

COMMITTEE CONTACT DETAILS

President
Rodney Smith
president@bmwccv.com.au

Vice President
Scott Muir
vice_president@bmwccv.com.au

Membership
Wendy Eime
membership@bmwccv.com.au

Treasurer
Phil Logan
treasurer@bmwccv.com.au

Merchandise
Jo Mawson
merchandise@bmwccv.com.au

Activities / Events
Jo Mawson
events@bmwccv.com.au

Secretary / Public Officer
Tony Whelan
secretary@bmwccv.com.au

Motorsport
Graeme Bell
motorsport@bmwccv.com.au

Driver Training
Graeme Bell
motorsport@bmwccv.com.au

Editor
Jess Bell
editor@bmwccv.com.au

Web Administrator
Rory Plant
webmaster@bmwccv.com.au

From the editor

We are well on our way into 2016 and I'm not quite sure where the time has gone!

There isn't a lot from me this issue, just a couple of things to note:

New event registration system
In the coming weeks we will be rolling out our new online registration system. You may have already received an email about this, but if you haven't please keep an eye out on your emails for the latest information. It will make all event registration much easier and smoother in future.
If you have any questions regarding the new system please contact:
Rory Plant, webmaster@bmwccv.com.au

Magazine content
As always, I am on the lookout for more content for the magazine. If you have anything you would like to contribute to the magazine, please send it through: editor@bmwccv.com.au

Merchandise
We now have a range of club merchandise on our website. It includes shirts, umbrellas, hats, jackets and long-sleeve polo shirts to get you through this winter! We also have limited edition 100 Years of BMW shirts available. Check it all out at: www.bmwccv.com.au/store

Events
There are quite a few exciting events coming up in the next couple of months. We have our annual Founders Dinner approaching in June where we will be continuing the celebration of 100 years of BMW. There are further details on page 6. It would be fantastic to see you there!

I hope to see you all soon at some of the coming events.

- Jess.

Index

What's On	5
Invite: Founders Dinner 2016	6
Werribee Zoo Members Meeting	7
Road to the Phillip Island Classics	8
BMW Group Australia celebrates 100 Years of BMW	13
Winton Driver Training and Sprint Weekend 2015	14
If Only I Had the Courage..	18
SuperCharge Batteries Members Meeting	19
Two Million Vehicles Sold: The BMW 5 Series is the world's most successful business model	20
My Model Collection	21
Racing Saved My Life	22
The Smile of Passion	25
The new BMW M2 Coupé for the best MotoGP™ Qualifier: BMW M Division presents the 2016 BMW M Award.	26
Club Sprint Racing - What to Expect	28
2016 Q1 Group BMW Drivers Cup Results	29
For Sale	30
New Members	31
Club Services	32

Uncompromisingly different in its conception and construction to any other car, the all electric BMW i3 ushers in a new era of visionary mobility, inspiring design and a new revolution of premium with sustainability at the core. Redefining mobility means thinking far beyond environmentally conscious and agile driving. The innovative BMW eDrive concept is not only locally emission-free and offers an exciting drive dynamic with breathtaking acceleration, it is also a relaxing and nearly silent driving experience. The result, a pure form of electric driving that defines the automobile of tomorrow.

Contact Nathan Gardiner, BMW i Manager at BMW Melbourne, to arrange a test-drive today.

BMW i3 REX FROM

$221 per week
with a $5,000 deposit*[1]

6.78% pa
comparison rate^

BMW i3 BEV FROM

$202 per week
with a $5,000 deposit*[2]

6.78% pa
comparison rate^

BMW Melbourne, Southbank 118 City Rd, Southbank. Ph (03) 9268 2222 bmwmelbourne.com.au/bmwi LMCT 8155

*From BMW Financial Services (a division of BMW Australia Finance Ltd, Australian credit licence 392387) on a consumer loan over 60 months at 5.49% pa. On a drive away price of the relevant vehicle with automatic transmission, metallic paint and no other optional extras of (1) $82,118 and (2) $75,806, with monthly repayments of (1) $955 and (2) $875 and a final payment of (1) $36,953 and (2) $34,113. Total amount payable is (1) $99,203 and (2) $91,605. No other offers apply. Fleet, government & rental buyers excluded. Fees, charges, terms, conditions & approval criteria apply. Offer applies at BMW Melbourne while stocks last on new vehicles ordered & delivered by 31.03.16. ^Comparison rate based on monthly repayments for a 5 year secured consumer loan of $30,000. WARNING: This comparison rate is true only for the example given & may not include all fees & charges. Different terms, fees or other loan amounts might result in a different comparison rate. For further details contact BMW Melbourne.

What's On

Date	Event	Location
21 - 22 May	E30 Round 3	Sandown
5 June	Mini Club Drive	Mansfield
6 June	Members Meeting	Harrop Engineering
9 June	Members Meeting (limited numbers only)	SRM Motorsport
18 June	Founders Dinner	Seaview, Williamstown
25 June	Driver Training, Level 1	DECA, Altona
2 - 3 July	E30 Round 4	Winton Motor Raceway
4 July	Members Meeting	You Can Do It Auto
9 - 10 July	Christmas in July	Inverloch
16 - 17 July	Winton Driver Training/Sprint Round 4	Winton Motor Raceway
20 August	BMW 100 YEAR ANNIVERSARY WORLDWIDE CELEBRATION	Phillip Island
20 - 21 August	E30 Round 5	Phillip Island
27 August	Driver Training, Level 1	DECA, Altona
26 September	AGM	Bentleigh RSL
1 - 2 October	E30 Round 6	Baskerville
9 October	Driver Training, Level 2	Winton Motor Raceway
21 - 23 October	Motorclassica	Royal Exhibition Building, Melbourne
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.

BMW Car Club of Victoria

invites you to a special celebration of 100 years of the marque and the 36th birthday of BMWCCV

Founders Dinner

Located in the beautiful inner city sanctuary of Williamstown, Seaview, is a light and bright events centre overlooking the waters of Port Phillip Bay. A modern and stylish venue, Seaview offers breathtaking views across the vast expanse of the bay and the cityscape from floor to ceiling windows. It is one of Melbourne's most memorable visions.

Come and join us to celebrate 100 Years of BMW. We will have car displays, raffles, door prices and much more.

For registration and further information please visit the website: **bmwccv.com.au** or contact Jo Mawson: **events@bmwccv.com.au** or on 0412 661 900

Date:	**18 June 2016**
Time:	7pm
Location:	Seaview Williamstown Event Centre 71 Morris Street WILLIAMSTOWN VIC 3016
Dress code:	Formal (not black tie)
RSVP:	10 June 2016
Cost:	$110 pp (members) $125 pp (non-members)

Werribee Zoo Members Meeting

31 January 2016
Written by: Matt and Sandra Gigliotti

It was a beautiful sunny day at the Werribee Zoo. Like many other BMW events I have attended, my two young kids, my wife and I once again enjoyed the diverse group of people and friendly nature of the group that left us with fond memories of the day. Although not a display day, still an impressive array of beautiful BMW's both daily drives and classics making the trip.

A pleasant undercover picnic/BBQ area was reserved for us and ticked all the boxes. Upon arrival most of us headed straight to the lions as the lion cubs were said to be out and about. The playful lion cubs were pretty active under the watchful eye of mum. Shortly after we joined the 'club only' scheduled Safari trip which was a nice touch. We got a little closer to some of the animals (many endangered) out in the open with plenty of interesting information. The driver identified the 3 most dangerous creatures on the plant were 1 Humans, 2 Mosquito's, and 3 Hippopotamus.

My personal favourite was the hand reared Rhino that tries to stop tour buses for human interaction.

Overall a great day! Thanks BMWCCV for organising the day, our family had a great time.

Road to the Phillip Island Classics

Written by: Roger Way, President of the BMW Club Gold Coast

What is this Classic Festival of Motor Sport & why are we prepared to drive our 28 year old BMW E30 325is from the Gold Coast some 4000 kilometres to attend?

For 27 years the Victorian Historic Racing Register have conducted a meeting for old race cars & this year being the 100th anniversary of BMW it was the featured marque for the meeting. “Gentleman” Jim Richards was the patron of the event & our old friend Stewart Garmey from the Victorian Car Club had organised a reunion of “JPS” BMW’s that raced in the ’80 & ‘90’s. He had lined up 20 “JPS” cars including the 635 & E30 M3 that Jim drove to win the ’85 & ’87 Australian Touring Car Championships. Do we need any more reasons to drive so far? Also it is a 2 week holiday for Sandra & I away from the Gold Coast!

On Sunday morning the 6th March, after we left our Burmese cat Taj at the Helensvale cattery we headed south to Port Macquarie for our first night’s stay. This is a 6.5 hour drive, down the Pacific Highway from the Gold Coast. The first part to past Ballina is on a motorway with no traffic lights and the new tunnel through the mountain at Byron Bay is now open. This makes a big difference with most of this road being 100 to 110kpa speed limited. After Ballina the fun starts with road works all the way to Port Macquarie. One of the reasons for travelling this road on a Sunday is the road workers have a day off & as the traffic was light we made good time to Port.

On Monday morning, after a good night’s sleep and breakfast we left the Mecure Hotel and headed south to Sydney. We had lunch with Sandra’s mother, who lives at Blacktown, in the western suburbs of Sydney. I know why we don’t visit Sydney very often as the traffic is at peak hour level all the time. Very happy to leave and head south again. We had decided to travel down the NSW south coast via the Princes Highway to Phillip Island. From Blacktown we travelled via the M7 onto the Hume Highway, turned off at Campbelltown, through Appin towards Wollongong & ended up staying at the Mecure Hotel at Gerringong, south of Kiama. A great place to stay & thoroughly recommended, as the rooms are a decent size & they have a very good restaurant.

Tuesday morning we did a bit of sightseeing around the area before heading south again towards Merimbula. The south coast of NSW is a great area to visit with many beautiful beaches and towns along the Princes Highway. Although we are both ex-Sydney we have lived on the Gold Coast for 26 years but had not driven down the Princes Highway for many years. Last October we did the Zundschlussel Run down the Princes Highway from Sydney to Melbourne to celebrate the 40th anniversary of the 3 Series. This was the reason for again using this route to get us to Phillip Island. We reached Merimbula about 5.00pm and Sandra found a motel in the middle of town to stay at using Trip Adviser. Dinner was at the local RSL club and breakfast at a local café overlooking the ocean.

Before we left on Wednesday morning, Sandra had booked us into a cabin at the Port Albert caravan park, in Victoria, south of Sale. We travelled down through Eden and headed for the border. About 50klms south we stopped for a toilet break at a rest stop.

When I started the E30 again it did not want to run

BELL MOTORSPORT
PREPARE TO PERFORM™
03 5979 1599
BMW PERFORMANCE MODIFICATIONS FOR ROAD, RALLY AND TRACK
BELLMOTORSPORT.COM.AU /BELLMOTORSPORT

properly. It coughed and spluttered, kangarooed up the road until we found a forestry road to pull into. It's a lonely place standing in a state forest trying to flag down someone to help as we had no mobile phone reception. Eventually 2 Victorian ladies stopped, took our details, found reception up the road amd called the NRMA for us. This was about 10.30am & we spent the next 4.5 hours waiting for help from the NRMA, getting a tilt tray truck to carry our car back to Eden and being driven back to Eden with the NRMA man.

The tilt tray got a puncture 2kms after it started back to Eden, did not have a wheel brace and could not change the tyre. Hence our lift back with Nathan the NRMA serviceman. This gets better. Nathan went back with wheel brace etc. for the truck. One wheel nut could not be removed so the boss at the Toyota Dealer in Eden, who are the local NRMA depot, sent a car carrier out to pick up the truck. About 5.30pm the car carrier arrived back in the dealership with the tilt tray truck on the back and our E30 still on the tilt tray. It was quite a sight.

Once unloaded, Kurt went to work finding the problem which turned out to be a perished small rubber pipe between the fuel pump regulator and the manifold. Once fixed the car ran normally. We stayed in Eden Wednesday night, had dinner at the Fisherman's Club & breakfast at a local café.

We returned the Suzuki Swift we had been lent and repacked the 325 and started south again. We asked and were told the last wheel nut on the truck had to be introduced to the oxy torch before they could get it undone. Also because of our level of RACQ membership all the towing was paid for and the night's accommodation at Eden was reimbursed as this was classed as an emergency.

Today, Thursday, day 5 on the road, we only had a short 600kms drive to Phillip Island, to catch up for our car troubles on Wednesday. So far we had driven from the Gold Coast down through NSW without any rain or road works. 20kms over the border into Victoria it started to rain and we found the road works including following the water truck! So much for a reasonably clean car!

Lunch was in a small café at Stratford on the Avon just before Sale. This was the second Stratford we have visited the other being in England. We reached our accommodation at Phillip Island about 6.00pm without any other problems only the rain. We stayed at the Hilltop Apartments at Ventnor. This is a beautifully converted house with 3 self-contained apartments and only 5 minutes' drive from the race track without all the traffic from Cowes. Dinner Thursday & Friday night was at the "Garmey Estate", a 3 bedroom house Stewart rents each year at Sunset Strip.

Also staying were Kiwis Gerry Hodges and his mate Lance, and Ian Branston over from the USA, which made for a very crowded house. We saw Gerry last October as he came over for the Zundschlussel Run and International Delegates meeting in Melbourne. But we had not seen Ian since he moved to the USA and got married again to Lindsay. It was great to catch up with them all.

Friday morning we had breakfast at the Fat Cow café overlooking the bay, did some shopping for breakfast foods etc in Cowes and I washed a very dirty E30. It came up ok with no obvious signs of any damage from our trip. Then I went to the track for the afternoon as Sandra was quite tired from our trip & decided to rest. One of our own club members from the Gold Coast, Allan Day who actually lives in Lismore, had also made the trip down driving his E21 "JPS", a very beautiful car. Allan's car won its class at the NSW Drivers Club Show of Excellence held at Rushcutters Bay in Sydney before the Zundschlussel Run last October. The last time we were at Phillip Island was in 2001 on our way to the Nationals held in Melbourne that year. The Victorian club was holding a lap dash on the Thursday before Easter and we had the privilege of being chauffeur driven around the track by the late Andrew Gordon in his 355 Ferrari at racing speeds, an unforgettable experience.

After some phone calls I caught up with Stewart, Allan & the gang at the BMW race cars marque. Stewart had organised to have all the JPS race cars & other racing BMW's together inside the marque which made for a great sight. There were two JPS 635's, five E30 M3's & two E30 325is, plus an E21 Batmobile replica which was still under construction. This was a great sight for any BMW enthusiast. The whole paddock area brought back a lot of memories for me seeing cars I had seen racing when they were new from the 60's to the 90's. I was a flag marshal at Bathurst and Catalina circuit at Katoomba from 1967 to 1971. I also attended all the meetings at Warwick Farm starting with the 1964 Tasman

race meeting till they closed the circuit in 1973.

The same with Amaroo Park & Oran Park in Sydney were Sandra and I spent many a Sunday watching various race meetings. Surprisingly most of these cars are just as fast today or even faster, then when they raced as new cars. Marvellous how new technology can help to keep old cars competitive. There were over 500 cars competing in a total of 60 races over the 3 days of the meeting. These ranged from Formula racing cars, sports cars of various sizes and touring cars. The age of the cars started from the 1930's up to the 1990's with races for the various classes that they raced in originally.

It was great to hear the exhaust noise from the Formula 5000's and the 5.0 litre sports cars. Also the various BMW's sounded good. Again a lot of memories of sitting on the hill at Oran Park, level with the main straight and watching the start of a Formula 5000 race. The noise almost blew you off the hill. Possibly one of the best sights at Phillip Island was watching Chris Bowden driving the BMW M1 Procar. It was only the second time he has raced it after they brought it from Japan. I have collected diecast models of the M1 procars for years and it was great to actually see one in the flesh. The only other time we have seen one was at the BMW museum in Munich.

I watched a few races from Turn 4 but also wondered around the paddock and pit area taking lots of photos. The whole atmosphere of the event was friendly and very welcomely with unrestricted access to all areas. Most drivers or crews invited you in to take pictures & discuss their cars. This is what motor racing is all about and makes for a very enjoyable time for everyone. In the main "tin shed" there was a display of various "OLD" cars including a white 1938 328 BMW. Most people would not understand this car was probably worth over 1 million dollars as it was a genuine vehicle. The other good display was all the BMW's Bowden's brought down from Queensland including the Tony Longhurst Bensons and Hedges M3. It matched my team shirt I was wearing on Sunday!

When we arrived at the track on Saturday morning we were greeted by Rod Smith the President of BMW Club Victoria and shown a parking spot within their display of 50 BMW's. This was a great effort by their club and we were made to feel very welcome by all their members. I think they all appreciated how far we had driven to attend the event. Also we were the only E30 325is there! The car club display was held on both Saturday and Sunday and it attracted a lot of interest from people attending the race meeting.

The club won a trophy for the best club display on Saturday so a fitting reward for their efforts. Over the weekend we caught up with Tony Whelan, The Lawrence's, Jenna Patan, and finally meet Jo Mawson who had being helping us arrange our entry forms, tickets & shirt sizes etc. We bumped into Jim Elphick from the NSW Drivers Club who was racing a 1956 Gazelle Ford 10 Special racing car. Jim normally drives a 635 and did the 40th anniversary run with us to Melbourne. The Group A & C Historic Touring Cars was the class that the "JPS" cars were competing in.

David Towe from Club NSW was driving his M3 alongside Jim Richards in the 635. Jim told us it had been 18 years since he had driven the car in a race but you would not have known. Over the weekend he finished second in each race he competed in with David finishing 4th or 5th in the same races.

The other BM's did very well in their Classes with lots of close racing. On both days we hiked down to Turn 4 to watch the racing and were very thankful we had remembered to bring our foldup chairs.

On Sunday there were more car club displays from other clubs and lot more spectators watching the racing. The racing was nonstop all weekend with the cars in the next race doing their warm up lap straight after the previous race cars had cleared the track. No silly "entertainment" by motorbike riders, drag cars or dancing girls like

the V8 races. Just pure racing cars! This was the way Oran Park and Amaroo operated. Saturday afternoon Greg and Leanne Tymms from Club Queensland arrived at the track after flying down from Brisbane. For Saturday night a dinner had been arranged at a pizza restaurant in Cowes and about 20 people attended. It was a good night, but not a late night.

One other activity that happened on Saturday morning, our parade laps on the circuit. We all lined up about 8.15am and waited to go onto the track behind a pace car. About 8.40am we were ushered onto the track thinking we would get at least 2 laps each. After about ¾ of a lap we were ushered off the track to everyone's disappointment.

Sunday morning was again fine and not too cold or hot. The weather over the weekend was very pleasant with temperatures in the early 20's. When we left the Gold Coast the previous Sunday, the temperatures were in the 30's with 60% to 70% humidity, so it was a pleasant change for us.

The racing on Sunday was again very good and very competitive with the feature races for us being the Group A & C events with the JPS car competing. We spent all day at the track again spectating at Turn 4. After the racing was finished Greg & I were able to find the M1 Procar & I got some very good close up photos. After the racing finished we said our goodbyes to Stewart, Gerry, Lance and Ian, plus lots of others before heading back to our apartment. Stewart needed to get back home to Melbourne as he was looking after David Towe M3 as David & his wife were flying to Launceston that night for a short holiday.

We had a stayer's dinner at a restaurant in Cowes with Allan Day, Greg and Leanne Tymms, Rod and Val Smith, Lawrence and Sharron Glynn and Sandra and I.

Monday morning we had breakfast with Greg and Leanne, and Rod and Val back at the Fat Cow. They were all heading back to Melbourne as this day was a public holiday in Victoria. After saying our goodbyes and thanking Rod for a great weekend we headed back to the apartment.

Sandra and I had decided to stay an extra night because we had not had any time for sightseeing. So after breakfast we toured the island looking at various attractions and photographing the beautiful beaches and the rock formations known as the "Nobbies" down at Point Grant. The sea was not rough but still had some strong swells crashing onto the rocks with the blow hole working. That night we cooked a BBQ on our balcony before going to see the penguin parade after dark. It was a long wait for the little creatures but once they crossed the beach and headed inland we could see them up close and personal. Only problem was you are not allowed to take any pictures.

Tuesday morning we packed up and started out trip back home. Following the Princes Highway we had lunch at Stratford on the Avon again, turned left at Cann River & followed the Monaro Highway up to Cooma, where we stayed for the night. Sandra got onto Trip Adviser and found the Marlborough Motor Inn which had rooms at

ADRIAN READ
SMASH REPAIRER
25+ YEARS EXPERIENCE
PANEL FABRICATION
CLASSIC CAR RESTORATION
INSURANCE SPECIALISTS
39 GLENDALE AVE HASTINGS, VICTORIA
CONTACT US FOR A FREE QUOTE 03 5979 8185

$119.00 per night including a cooked breakfast. We had very nice dinner and then breakfast in their restaurant. We would recommend staying there if you need a place to stay in Cooma.

On Wednesday morning we drove along the Alpine Way after leaving Cooma through Jindabyne to Thredbo for lunch. We went up the chair lift to the highest restaurant in Australia, the Eagles Nest at 1927 metres above sea level. We had not been in this area since the early 70's when you were able to drive to the base of Mt Kosciuszko and walk up the last 300 metres to the top. The view is spectacular from the top. After lunch we followed the Alpine Way to Khancoban. We stopped at Dead Horse Gap to take photos and found a group of bikers doing a ride the other way, many on BMW bikes. From Khancoban we had a quick trip through Tumbarumba, Batlow to Tumut were we stayed for the night. The scenery along this road is spectacular & the roads allow you to have fun. We had dinner at an Indian restaurant & breakfast at a local café.

Thursday morning we left Tumut travelled through Gundagai, along the Hume Highway to Jugiong, turned off and headed up to Harden, Young & stopped at Cowra for lunch. At Cowra there is a beautiful Japanese Gardens which is a memorial to the Japanese POW's & Australian soldiers who died during a prison break in World War 2.

The gardens were established in 1986 with the cooperation of both the Japanese and Australian Governments. If you are ever in this area make a stop to see these gardens as I don't think there would be a better one in this country. We spent 2.5 hours there having lunch and walking around taking pictures.

From there we travelled through Bathurst, Sofia, Rylstone, Bylong and Denman to Muswellbrook for the night. The was a very enjoyable part of our trip as there was not much traffic and I was able test out the 325's handling characteristics on a lot of good sweeping bends. The Remington Hotel in Muswellbrook was another find through Trip Adviser. The onsite restaurant was excellent for both dinner and breakfast but turned out to be our most expensive venue both worth every penny. Thoroughly recommended.

Friday morning after ringing the cattery to arrange another night for Taj, we headed up the New England Highway for Glenn Innes. About 20kms after a petrol stop at Tamworth the trip metre decided to stop working. Also our left hand low beam had stopped working as well. Lunch was at a truck stop outside Guyra.

We turned off the highway at Glenn Innes and followed the Gwydir Highway to Grafton. This was a road I have not driven on before but was a beauty. Fast, with a good surface, and spectacular scenery. We stopped at the Raspberry Lookout which is in the Gibraltar National Park for a toilet break and more photos of the magnificent mountains to the south.

Then onto Grafton, up the Summerland Way to Casino, turn right for Lismore. We spent the night at Allan and Julie's place in Lismore which saved us another 2 hours' drive to get home. Allan got home from Phillip Island on Wednesday night following almost the same route as we did.

Saturday morning was an easy 2 hour drive home mostly on a freeway. We rescued Taj from the cattery and had a very happy cat when we got home. The E30 325is had travelled about 4500kms altogether but we arrived home with a very dirty car and the front nearly yellow with all the slow bugs plastered across it.

We enjoyed ourselves very much, saw some great motor racing and race cars, caught up with a lot of old friends and made plenty on new ones. I had fun with the car driving some great roads in this fantastic country we live in.

Thank you to Stewart Garmey for encouraging us to do this trip and the clubs organising so many great old JPS race cars. We hope to see you all in Brisbane for the 2017 Nationals next Easter.

BMW Groups Australia 100th Birthday Celebration

8 March 2016
Written by: Jo Mawson

On 8 March, 2016 a select few of BMWCCV members were lucky enough to be invited to bring their cars for the staff at GA to view, as some of the younger staff have not seen some of the older BMWs.

It was a very hot day and I know both myself and my E3 were struggling with the heat and we were very grateful to eventually get parked and get inside to cool off with a lovely cold drink. We were made very welcome by Erin.

The celebration kicked off at 4pm with us all toasting to the 100th birthday and then cutting of an amazing cake.

After all the formalities, we all went outside to enjoy the car display which consisted of 10 amazing cars. I was proud to be part of this event and it was lovely to see all the staff enjoy the older cars. I would like to thank Erin for inviting us and hope everyone enjoyed the display as much as we all did.

TRUST YOUR MOST PRIZED POSSESSIONS WITH SHANNONS

Shannons have designed Home & Contents insurance specifically for motoring enthusiasts, including **$10,000 worth of enthusiast cover**. Plus extra features like a **10% Multi policy discount** when you add a home and/or contents policy to your existing Shannons car or bike policy. You can even pay your premium monthly at no additional cost.

When it comes to insurance for your home, there's only one person you should talk to – a fellow enthusiast at Shannons.

So call Shannons for a quote on **13 46 46**.

SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS
CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.

Winton Driver Training & Sprint Weekend 2015

Written by: Rory Plant

My favourite Event on the calendar: on-track Driver Training. I first started driving on the track with an old 1999 Ford AU Series 1 XR8 sedan. I distinctly remember my first day out at Sandown a few years ago: the sense of nervous anticipation, shivering in the early Autumn chill. Thankfully Sandown meant only a mildly early start, unlike the Winton or Phillip Island venues that require a 4 or 5am alarm.

The first time you approach a track-based event, you will be intimidated by the size of the track. It looks huge, yet narrow. It's cold, and slippery. How fast could you safely go? You will be intimidated by the other attendees. They look like regulars – they will either bash me out of the way, or speed past me and make me lose concentration. They will hate me.

Get on with it, say hello, and those barriers will break down pretty easily. Everyone is cold and in need of a coffee, and everyone will remember their first experience at that track like it was yesterday. The driving instructors taught me the fundamentals – look where you want to go, be smooth: ease on or off the throttle or brake, and speed will result. You will smell hot brake dust and love it like the smell of freshly baked bread..

My first day out, in my big old manual V8 sedan, was exhilarating. I did it again, less nervously. Then again. More enthusiastically. I wore through my old brake pads. It was time I had a car in which I could do this properly. Where could I find a smaller, lighter, better handling, manual, rear-drive car?

Fast forward a few years, and time was ticking down to my favourite Event on the BMWCCV calendar; unfortunately, my F20 125i was out of action, awaiting my specially ordered brake pads from overseas (once you get used to excellent brakes, there's no turning back!). Thankfully, there was a Plan B: an opportunity to borrow one of the Bell Motorsport E30 race cars.

Great – after all the confidence and experience I had built up driving my own road cars on track, I was almost back at square one. This time, in the Clerk of Course, Jess Bell's personal bright green racing machine. There was nowhere to hide. Who was more nervous?

The same rules apply. Get on with it, and break down barriers… or something. I requested the company of the Winton lap record-holder in E30 Racing, Sean Bell, and got stuck in. Cold, semi-slick tyres, cold brakes, no ABS or power steering. Anyway, I can do this. I know the track, I roughly know how to drive a car. Take a decent line, be smooth, warm up the tyres, turn onto the main straight, and try to get into a rhythm.

First, after hurtling down the main straight, get hard on the brakes. Either I don't know my own strength, or the force I imparted was far too sudden for the barely warmed mechanical components under us. (Tip: Pick Option B.) A few expletives were gasped by my passenger as his door dispatched the 50-metre sign, as muddy spray spattered through the open windows, and as we slid through the sodden infield, with me hard on the anchors, wondering if the car would dig in and test the integrity of the roll cage.

Talk about back to square one. What was the other lesson? Be smooth. Ease into the brake pressure. I was mentally cursing my sloppy driving, while wondering what the professional courtesy is when next making eye contact with

the car's owner.

The day progressed well. Driver, car and track warmed up, lap times dropped, as did my heart rate.

Race cars have a few bumps and bruises, I was advised. And I washed the car during the lunch break (although I couldn't reach the mud-flecked inside of the rear window). The 50m sign scuffs would buff out. Everything would be OK.

In the meantime, while I was utterly absorbed in my own roller-coaster ride, our other attendees also got a chance to experience the true pleasure of practicing skillful driving on a winding, demanding circuit. Jo Mawson's classic Mini was great fun to watch!

The second day dawned, another day better than the mid-July date deserved. This time, we were to be joined by the serious ones: sprint competitors. Being the northern-most major racing circuit in the state, Winton was able to attract a number of our BMW Drivers Club NSW compatriots to the event, so we had a full field, again with a spectacular range of cars.

Another hurdle to overcome is from Driver Training or Track Days, up to the Sprint Event. More rules, timing, and… that's about it. It's still all about you, making space for yourself on the track, and concentrating on driving a smooth lap.

Not much of a hurdle, really. Move on past being intimidated by the stunning, loud, dedicated racing machines, with guttural V8 or howling straight 6 motors, big wings, and impressive sponsorship decals.

Driving an E30 gave me a warm feeling of being in a Club within the Club. Driving a basic, low-powered, plucky little underdog of a car along with others, felt fantastic. Exchanging experiences with and hearing advice from the other drivers was fantastic; especially with Jess, whose car I had failed to destroy and whose times were a few seconds quicker than my own; and Jenna Patan, who was still enjoying her first year of E30 driving (and sadly, whose exhaust partially collapsed).The sense of camaraderie amidst the mild buzz of competition was truly addictive. (For a more serious buzz, E30 Racing would be the next "hurdle".)

I really did miss my F20 125i. Even while trawling through Gumtree and Carsales on my mobile that same Sunday afternoon, looking for a manual E30 with the proper 325i engine.

I bought one the following week..

PRODUCTS & ACCESSORIES

FOR BMWS & MINIS

BMTech YOUR INDEPENDENT SERVICE SPECIALIST FOR BMW & MINI

295 Canterbury Road Canterbury 3126 Ph. 9836 1888
290 Keilor Road Essendon North 3041 Ph. 9379 8810

The Torque Tuner

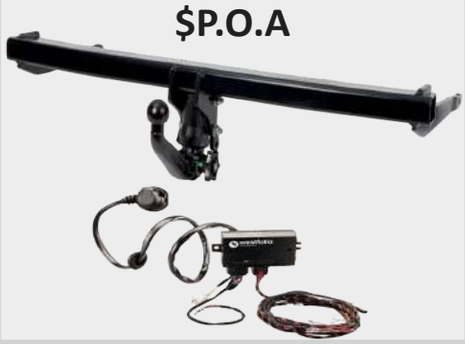
The simplest, most effective way to increase low down torque and acceleration. A unique device which plugs into the computer electronics of BMWs & Minis. No programming required, simply plug it in and away you go. You'll be amazed how effective this product is.

$595.00

Towbars by Westfalia

The superb German designed Westfalia Towbars are original equipment manufacturers for BMW and Mini. Each towbar is engineered to precisely fit the individual BMW and Mini towbar mounting points. The wiring harness has been designed to plug into the factory looms which integrate perfectly with the car's computer systems. This results in an absolutely perfect fit.

$P.O.A



Performance Upgrades

BM Tech is an agent for the superb power upgrade specialists, **Evolve-Technik**, a Melbourne company who have specialised in performance upgrades for European vehicles, since 1994.

Performance programs are designed to increase power and improve response. The average power increase for a turbo engine is 18% and a non-turbo is about 12%.

By installing an Evolve-Technik performance program, you will notice a significant increase in power and response.

From $1295.00

evolve technik

For more information visit **www.bmtech.com.au** or email us at **info@bmtech.com.au**

BMTech

BMW M

M6

M6 Gran Coupe & M2 Coupe

PHOTOGRAPHED BY LEIGH KELLY
SOUTH YARRA BMW

If Only I Had The Courage..

Written by: Rob Garnsworthy

In October 2011 Bonham's held a special BMW auction. One car on offer was a super low mileage 1988 M3 Evo II. The Bonham's brief read:

2,448 miles (3,939 kilometres) from new
1988 BMW M3 Evolution II Sports Saloon
Registration no. F263 MRD (UK)
Chassis no. WBSAK010402191836
Engine no. 60664368

There had been expensive, limited edition M-Series models before the M3 but it was the latter's arrival that brought BMW's premier performance brand within the reach of less wealthy enthusiasts. For that we have to thank BMW's need for a car suitable for Group A racing, the rules stipulating that 5,000 units should be made in the first year of production. By this time (the early 1980s) BMW's single-overhead-cam slant-four engine would have been hopelessly outclassed on the racetrack so the required power increase was achieved by bolting on a 16-valve cylinder head, the basic architecture of which had already been seen in the six-cylinder M1 and M635. Bored out to 93.4mm, the Bosch fuel-injected M3 motor displaced 2,302cc and produced a class-leading 200bhp.

Although it looked pretty much like a standard E30 3-Series from a distance, the M3 shared only the bonnet with its less-exotic sibling. Most obvious difference was the wider front and rear wings while only the most observant would have noticed the more steeply raked rear window and raised boot, changes made in the interests of aerodynamic efficiency. Necessary chassis improvements included lowered and stiffened suspension, wider wheels, five-stud hubs, ventilated front brake discs, ABS and a limited-slip differential as standard. The gearbox was a five-speed close-ratio Getrag. The M3 debut at the Frankfurt Motor Show in September 1985 with deliveries of this exclusively left-hand drive model commencing a little over one year later. Magazine road tests were soon reporting top speeds of circa 140mph (225km/h) and a 0-60mph (0-97km/h) time of around 7 seconds, highly respectable figures even by today's standards.

This 'First Generation' M3 is one of only 51 of the improved and more powerful (220bhp) Evolution II models delivered and sold in the UK. On the day of delivery:
'F263 MRD' has covered a little under 2,500 miles from new, making it one of the lowest mileage and best examples currently available. Purchased by the current (second) owner in October 1995 and not used since then, the car will require careful re-commissioning before returning to the road. Now considered a modern classic, this beautiful M3 is offered with service book, sundry bills, expired MoT certificates and UK V5C registration document."

Sold by Bonham's for Euro 51,500 – A$75,648! Wow..

A lot has changed since 2011. Evo II number "263" is still in Europe but has an Australian owner. The bargain of a lifetime, a car that still smells new, a car that has now done 4900 miles. Even better, it has a "twin", number "264" and it is under restoration in Victoria.

Next Edition – Twin Evo II M3's – separated at birth.

SuperCharge Batteries

29 February 2016
Written by: Tony Whelan

On a special Monday night that only occurs once every four years, that's right, 29 February 2016 members met at SuperCharge Batteries to learn about the way that batteries have developed over the years.

SuperCharge Batteries representatives Michael and new Club Member Roger Harding gave a talk, showed a couple of films and a tour of the warehouse facility in Sunshine, showing how batteries are made and the differing types of batteries for automotive, marine and caravan use.

Michael detailed the difference between the recessed style of positive and negative terminals on top of batteries suitable for the European car market as compared to the projecting terminals on the batteries for the Japanese and Australian vehicle. He also explained the difference between "Starting batteries", commonly used to start and run engines and "Deep Cycle batteries" designed to be run down and recharged time after time, suitable for 4WD, caravan and marine use.

He said since rolling out the range of maintenance free batteries with cutting edge Expanded Grid Technology, SuperCharge has continued to improve battery design to maximize the two most important characteristics of any battery, more power and longer life and now offer a 40 month warranty on their Gold range of batteries.

SuperCharge Batteries have also offered a 30% discount off the RRP to any BMW Car Club of Victoria Member showing their membership card at the time of purchase.

On behalf of the BMW Car Club of Victoria, may I take this opportunity to thank everyone at SuperCharge Batteries for hosting us. It was a fantastic night.

16 Bruce Street
Mornington, 3931

(03) 5975 9644

www.europeanautorefinishers.com.au

Two Million Vehicles Sold: The BMW 5 Series is the world's most successful business model

BMW PRESS CLUB

With more than two million vehicles sold, the current BMW 5 Series sets new benchmarks in the premium business segment. Since its market launch in 2010, the sixth generation of the BMW 5 Series has been best in class in terms of design, driving dynamics and efficiency. As a result, it has become the most successful BMW 5 Series generation to date, also clearly leading the world's best seller lists in the segment for the last six years. Compared with the previous generation, sales of the current BMW 5 Series have even risen by more than 42 percent.

Since the start of production in 1972, a total of more than 7.5 million vehicles of the sixth-generation BMW 5 Series have been sold. Therefore, this series is one of the decisive factors in BMW's success story. Moreover, for six years now, the current generation of the BMW 5 Series has been the market leader in the premium business car segment. Last year alone, more than 347,000 customers worldwide opted for a BMW 5 Series Sedan, a BMW 5 Series Touring or a BMW 5 Series Gran Turismo.

The series owes its extraordinary popularity partly to the wide range of engines. A broad spectrum of powerful and efficient four, six and eight-cylinder petrol and diesel engines are available for the BMW 5 Series.

The international esteem and success enjoyed by the current BMW 5 Series are also underscored by the large number of distinctions and awards it has gained during the last six years. For example, the BMW 5 Series won the reader's poll "BEST CARS 2016" conducted by "auto motor und sport" and was able to win this award in the category "Upper Midrange" for the sixth time in succession.

The BMW 5 Series was also similarly successful in the readers' poll "Auto Trophy" conducted by the "Auto Zeitung". Furthermore, the BMW 5 Series was honoured with numerous design prizes such as the "red dot award", the "iF Gold Award", the "Good Design Award" and the Design Prize of the Federal Republic of Germany. Renowned market researchers from J.D. Power and Associates have confirmed the high quality of the BMW 5 Series. The premium value, reliability and outstanding ergonomics offered by the BMW 5 Series were honoured in the "Initial Quality Study".

Moreover, the BMW 5 Series also came first in the "APEAL" study, in which customers assess the performance and design of their new car.

My Model Collection

Written by: Matthew Taylor

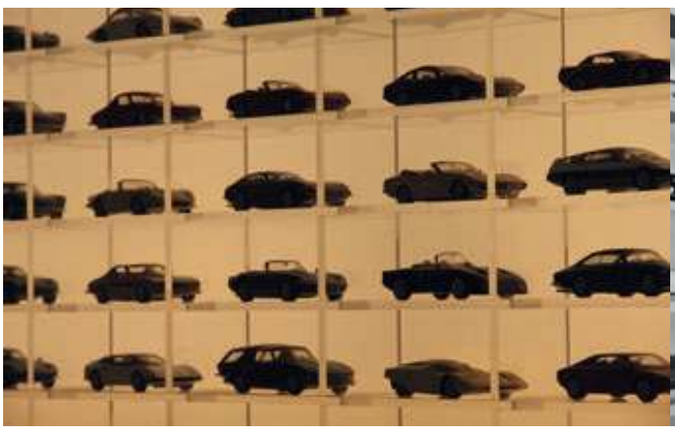
My model car collection is just one manifestation of my obsession with cars, particularly BMWs and Ferraris.

The collection began harmlessly enough with the purchase of a 1/43 scale Chevrolet Caprice police car in 1995 as a memento for my road trip across the US. This prompted a loose goal of collecting model police cars in the different cities I visited across Europe but that didn't get too far as most police car models are of average quality and it is model quality that has significant appeal to me. The collection slowly evolved over the next decade with visits to physical model shops where I would purchase whatever appealed, not limited to any particular brand but always 1/43 scale.

In mid 2000s, I stumbled upon the vast online market place comprising dedicated stores with huge ranges of cars and ebay; the addiction to competing in online auctions should not be underestimated!

This led to an exponential growth in the collection as well as a narrowing of its focus. As the number of high end Ferrari models acquired increased, the seeds of a goal to have one of the world's most extensive model Ferrari road car collection were planted. From there, it became a time consuming treasure hunt for rare models to fill the display in these photos.

The display itself was custom designed by clever architect wife. Her inspiration for the back lit Perspex 'garage' came from the sunglasses display at a Prada store. Unfortunately space is limited to only 264 spaces so the complete collection cannot be displayed. However, one day an expansion may be in order.



Racing Saved My Life

Written by: Anton Bergman

First time writer, long time reader.

Back in 2005 I bought a e30 323i and joined the club and started doing driver training and sprint days as I wanted to drive better and way faster than 100kph. After the first round at the old Morwell hill climb track (now a coal mine) the 323i wasn't fast enough so I sold it and bought a 325i with lots of track day goodies, it was fast and I was lucky enough to win the club championship that year, over the next couple of season, the need for speed got higher and higher, I wanted to be as fast as the e30 race cars, so all the bits went in and I practiced and practiced driving fast and smooth (the smooth part still needs work). In 2008 Michael Stillwell leased me one his e30s for a full season to try and get new people into the category, and it worked, door to door racing is a awesome rush of adrenaline, I was hooked.

In 2009 I had to get my medical done to renew my race license to which I failed due to high blood pressure, the doctor let me race that weekend saying "you won't drop dead this weekend but it's something you should get looked at".

At 25 years old I thought I was in pretty good shape, so I booked a appointment with my GP and one blood test lead to another test and so on with landed me at kidney specialist with the bombshell my kidneys were in very bad shape (30% function over both of them). So then a heavy steroid course and a big diet change seemed to be the fix I needed, everything what sitting nicely until the start of 2015 when I got a phone call from my specialist after a routine blood test, saying something was off the charts and I had to down tools asap and go the emergency department, things were ok but it was the start of the end of kidneys, I was losing around 3% function a week and there wasn't anything we could do to stop it until it dropped down to 12%.

So some big things got put on the table, dialysis and transplant.

I didn't tell my parents how bad things had gotten by my wife decided that they needed to know to which my dad put his hand straight away and said he wanted to be tested as a live donor, my brothers both wanted to be tested but one was overseas and it was too hard to get the testing done (round 1 of the testing was July 2015).

I went along to the info sessions for both dialysis and transplant to get my head around it all to which everyone was staring at me because I was so young everyone else was a silver fox or a purple rinse (60+).

As November 2015 rocked around I found myself barely making it through the work day and a couple of weeks later by lunchtime I was wrecked, my specialist told me that I had no option but to start dialysis, which did the trick and I was back up and working full time again. In late January the final testing was finished with my dad the prime option and a surgery date given for mid March 2016, it was pushed back two weeks due to something on a ultrasound they wanted to fix up before transplant. Now it's the end of March 2016 and I'm on day 5 after transplant and everything is going pretty good I should be home on the weekend, my dad was well enough after 5 days to go home, so I miss not being able to walk down and hang out with him. But there will be plenty of time for that in days/weeks/years to come. I'd like make a shout out to all my bmwccv friends for all the texts, Facebook messages, calls and visits you guys and girls have keep me sane in hospital.

So without joining the bmwccv back in the day and getting into racing, I wouldn't of had the medical that found the reason for my high blood pressure and I would of had a stroke or heart attack well before my time is up.

Love you all.

EXTREME PERFORMANCE.
ULTIMATE DRIVEABILITY.

HARROP

TVSM3.COM

Unleash your E9X M3 with our world class TVS1740 Supercharger Kit.
Power & Torque enhanced through positive displacement supercharger technology.

H | ENGINEERING PERFORMANCE SINCE 1955 | p: 1300 HARROP | e: SALES@HARROP.COM.AU

DEALERSHIP ALTERNATIVE

Independent Service Specialist for BMW and MINI

BM Tech is a true dealership alternative for service and repairs on all late model BMW and Mini vehicles.

For more than 26 years, our experienced technicians, using original parts, the latest factory diagnostic and reprogramming equipment, thoroughly ensure that each BMW and Mini is competently serviced and repaired to the highest standards.

For all enquiries or to book a service on your BMW or Mini at our **Canterbury** Branch contact Carl or Richard on **9836-1888** or contact James or Kerry at our **Essendon** Branch on **9379-8810**.

Visit **www.bmtech.com.au** for more information.

BMTech 5 FIVE YEAR WARRANTY PARTS AND LABOUR

BMTech We Drive With You

Canterbury Essendon

Agents for evolve technik

25 Years OF QUALITY BMW & MINI SERVICING

VACC You're in good hands

The Smile of Passion

Written by: Matt Gigliotti

My wife, Sandra and I have always had an interest in classic cars and to be honest items in general of 70's and 80's in particular (reminds us of our childhood I suppose). Just on 10 years ago after around a year of searching we purchased our first classic car, a 1971 XY Falcon. Although at the time I was really looking for a XY GT replica (like many others), we could not pass up the 1 owner, well maintained example.

Driving this Aussie muscle never ceases to melt away any stress and put a smile on my face. The manual choke to start her up, the warm up process, the pressmatic AM radio, the vinyl smell of the interior, the heavy steering and the V8 note. We joined a Ford Car Club in hope we could share some good times with other young families enthusiastic about the classics and attended many car shows over the years. We certainly enjoyed taking the car out with our Family but never really felt that the club matched our values.

Despite this, we enjoyed the car and quickly began to appreciate the untouched nature of our car and refrained from modifying it and turned to maintaining it. As our physical family grew over the years we also bought another XY which had hoped on building towards a GT replica status.

This car however we found (condition wise) to be a little too trusting and with other commitments we had to let her go to another really nice family that were looking to replace a stolen beauty. We continued enjoying our original XY purchase and it became known to kids as 'the racing car' (no idea why).

In 2014 I had the urge to maybe get involved in motorkhana for some weekend fun and started looking at rear wheel drive cars from the 70s-80s.

After looking for a little while Sandra (God love her) says if you are going to spend $2000 why don't you just spend a little more (twist my arm) and she pointed out a cool little BMW (a car that her next door neighbour owned when she was growing up) that she was particularly fond of.

The car was a BMW E30 3 series. After much research about all of the different models and engine types etc. we settled on spending the next few months searching to buy a very stock E30 325i 5sp and joined the BMWCCV.

After many discussions with the almanac that is Graeme Bell we were inspired by his passion of the over engineered model and we 'bit the bullet' and settled on buying one from a lady in the ACT.

I bought a one way flight to see the car for the first time and hoped that it was everything photos and words could confirm it to be and drove her home that day. This was my first real drive of an E30.

Everything seemed to be as it should and the next 8 hours I found myself with that smile on my face as our new car exceeded my expectations. The way it handled, sounded, visibility. It just felt like a well-built machine.

18 months on and my wife's initial interest has turned into a real E30 appreciation for both of us. So much so that we recently adopted another and we can now enjoy them at the same time.

We now understand why people love these cars and why its hard to stop at one. Whether it be a race car, drifter or (for us) something stock, fellow E30 owners all seem to have that smile on their face as they see another around.

Since joining the club we have met so many genuine people which just makes owning these cars even more enjoyable. We look forward to our next cruise with the club and meeting other like minded people.

The new BMW M2 Coupé for the best MotoGP™ Qualifier: BMW M Division presents the 2016 BMW M Award.

BMW PRESS CLUB

At the Spanish Grand Prix in Jerez, BMW M Division unveiled this year's winner's car in the coveted BMW M Award; an exclusive BMW M2 Coupé in Long Beach Blue Metallic.

Since making its world debut in Detroit in January of this year, the new BMW M2 Coupé has caused an international stir; it has been in action on the racetrack as the BMW M2 MotoGP Safety Car since March. Now the high-performance coupé from BMW M will also play the main role in the BMW M Award; as the winner's car for the winner of the 2016 season. As a long-standing partner of MotoGP organiser Dorna Sports, BMW M Division has presented the BMW M Award since 2003. At the end of every season, the rider with the best qualifying results is awarded an exclusive, customised BMW M car. BMW unveiled the 2016 winner's car at the Spanish Grand Prix in Jerez la Frontera; the new BMW M2 Coupé in Long Beach Blue Metallic.

"Each season the MotoGP family eagerly awaits the moment when the winner's car for the BMW M Award is presented in Jerez," said Pau Serracanta, Managing Director of the Commercial Department at Dorna Sports, during the presentation. "BMW M Division surprises us every year with a truly exceptional car. With the new BMW M2 Coupé, it has presented another real highlight. We are delighted that the BMW M Award has been a permanent fixture of the MotoGP season for so many years now."

"From my racing days I know how coveted the BMW M Award is among the MotoGP riders," added former world champion Loris Capirossi, BMW M MotoGP expert and member of the MotoGP Race Direction and the Safety Commission. "The prospect of this special prize gives the riders that extra bit of motivation in qualifying. As the MotoGP Safety Car, the new BMW M2 Coupé has already demonstrated its dynamics and agility on the racetrack. It is a magnificent winner's car for the BMW M Award, because it not only looks fantastic, but also guarantees plenty of driving pleasure. It's a shame that I have already ended my career – it would really tempt me to battle for this exciting BMW M Award."

"The new BMW M2 Coupé delights – the overwhelming feedback that we received from around the world confirmed this. Which is why

we are delighted to be able to present this coupé as the winner's car for this year's BMW M Award," said Axel Mittler, head of MotoGP Cooperation at BMW M Division. "It makes us proud that the BMW M Award can look back on such a long tradition of being part of our successful partnership with Dorna Sports. We are excited to see who will be in the running for the title of best qualifier this season."

The design of the new BMW M2 Coupé embodies pure power and dynamics. The sporty coupé design, muscular form and the driver-oriented cockpit are what characterise the athletic appearance. The high-performance coupé is powered by a 370 hp inline six-cylinder engine with M TwinPower Turbo technology. The BMW M double-clutch gearbox (M DCG) with Drivelogic ensures sporty, commanding vehicle handling in all situations. The BMW M2 Coupé with M DCG accelerates from 0 to 100 in 4.3 seconds. The combined fuel consumption is 7.9 l/100 km, the combined CO2 emissions are 185 g/km.

The sporty look of this year's BMW M Award winner's car is emphasised by the exterior colour Long Beach Blue Metallic and the black Double-spoke style 19-inch BMW M light alloy wheels. The interior highlights include sport seats in Leather "Dakota" Black with contrast stitching in blue, the interior trims made from porous carbon, Alcantara on the door mirrors and centre console, as well as numerous other exclusive features.
In 2016, the BMW M Award will be presented for the 14th time. Just like the points system for the races, riders at each Grand Prix weekend are awarded points relative to their positions in qualifying. Pole position is rewarded with 25 points, second place on the grid earns 20 points and third place scores 16 points – right down to one point for 15th. The rider with the most points at the end of the season wins the BMW M Award.

Marc Márquez, Valentino Rossi and Casey Stoner are the current record holders, each with three BMW M Awards to their name – with Márquez being the only rider who has won three times in a row. His Spanish compatriot Jorge Lorenzo has earned the coveted title of top qualifier twice so far. Sete Gibernau and Nicky Hayden have both won once.

The BMW M Award is one of the many pillars of BMW M's long-term commitment to the pinnacle of motorcycle racing. At the centre of the partnership with Dorna Sports is the provision of the BMW M fleet. 2016 is BMW M's 18th season as "Official Car of MotoGP". This year's fleet of official MotoGP vehicles includes a total of six different BMW M and M Performance models. Alongside the new BMW M2 MotoGP Safety Car, the BMW M4 Coupé with water injection and the BMW M3 are also in action as safety cars. The BMW X5 M and the BMW M550d xDrive Touring take to the track as medical cars this season. BMW M Division provides the safety officer with a BMW M5. Two BMW S 1000 RRs, which BMW Motorrad provides as safety bikes, complete the 2016 safety car fleet.

Club Sprint Racing - What to Expect

Written by: Jenna Patan

My story begins with multiple BMW Australia Driver Training program sessions at Phillip Island, supplemented with the clubs on track training at Winton to light the motorsport spark. I realised when we were cruising around at 220kms down the main straight at Phillip Island that there was something immensely enjoyable about driving at high speeds… and so it all began.

Many people participate in these events in their road cars or in purpose built track cars. You will find newer cars only require minor modifications (tow hooks, fire extinguisher and some stickers etc) but it's best to check with the Motorsport Captain and the Sup Regs of the event to understand the full requirements that will apply. Armed with a CAMS licence (you can do this online), a helmet and a long shirt and pants you are pretty much ready to go.

Most events are run in the same way, it's important once you enter to read the Sup Regs and find out what time you need to be there. The typical sequence is check in & registration, timing dorians issued, scrutineering, drivers briefing, practice and then the timed sessions. Drivers Briefing is always mandatory as the rules for the day are laid out (including what flags are to be used, when/where you can or can't pass etc) which ensures that everyone stays safe and has a good time. The other bonus is sighting laps are undertaken for those that are not familiar with the track which is a great help.

Whilst accidents can happen, in theory there is no door to door racing and it's not about who crosses the line first - it's all about getting the fastest lap time possible in your session which normally means finding space and being away from the other drivers. At times people can move off the racing line, however the overtaking driver is always responsible to make a safe pass which allows you to get on with getting a good lap. The best part is if you have a bad lap, get held up or hold someone up as you cross the line your lap starts again!

It took me many sessions to realise that if I drop a lap to find some space it was well worth it.

Depending on how many groups there are, you normally get about 4 sessions for the day. Many of these events run with Natsoft with Live Timing so after each session you can jump online and see how you did. There are always plenty of people to have a chat to about what they are finding challenging and where they think they can find more time.

I am the first to admit I am still a complete novice, but the only way to get better is to spend as much time out there as possible. The club has a great group of people always willing to help you improve or even help you to take the first step - many of these mentors are part of E30 Racing and have been involved in the clubs motorsport development for many years.

What is my number one tip? Take some cable ties and some race tape (they can fix almost anything) – plus an enviro supermarket bag to put your timer in, it sounds stupid but if you don't have a holder then it's the easiest way to attach it to your car (a bit of tape on the floor, hang it so it drapes outside the door and away you go!).

Q1 Group BMW Drivers Cup - E30 Racing

Competitor	Car #	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Rnd 7	Dropped rounds	Total	Pos.
Geoff Bowles	*24*	25								25	1
Chris Bell	*29*	22								22	2
Sean Bell	*1*	20								20	3
Glenn Potter	*66*	20								20	3
Brian Bourke	*27*	16								16	5
Andrew Larkin	*95*	15								15	6
Jess Bell	*30*	14								14	7
Rodney Potter	*88*	13								13	8
Mark Gorgovski	*87*	12								12	9
Michael Whitford	*62*	11								11	10
Jim West	*68*	10								10	11

Pelican Parts Constructors Championship

Team	Car #	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Rnd 7	Total	Pos.
Bell Motorsport	*1, 29 & 30*	26								1
Northern BM	*25 & 68*	24								2
Madecon Race Engineering	*95, 66 & 88*	19								3
Privateers	*27 & 87*	5								4

Photo by Judi McDonald

WANT TO PUT YOUR BMW ON TRACK?
Visit us online at www.northernbm.com.au
NORTHERN BM
MELBOURNE'S TOP BMW SPECIALIST

For Sale

1999 E46 318i

$4,000

This beautiful car has an economical 1.9 litre engine.
It is the perfect first car for someone looking for a safe, cheap and sporty manual.
Features power steering, climate control, front & rear power windows, driver & passenger air-bags, leather steering wheel, 17" alloys, lowered suspension, leather interior, power door mirrors and lots more.

It has had new head gasket done on it about 2 months ago, runs great.

No reg or roadworthy, price negotiable.

Contact: Chris Bell - 0435 850 875

SCHMIEDMANN®
BMW specialist

World's largest supplier of
BMW & MINI
styling, tuning

World's best price guarantee
World-Wide delivery

www.schmiedmann.com

from $ 377.48

Supersprint sport rear silencers first-class quality handmade in Italy! 100% stainless steel with a nice deep sound.

from $65.77

Floormats front/rear original Schmiedmann - Sport Edition. Set inclusive locks and stylish Schmiedmann embroidery in both sides front. For all BMW models.

$417.71

Eibach adjustable rear axle control arm set for BMW E36 E46 Z4 E85 Z4 E86 Z4 E89

$ 1,320.02

F20 F22 F30 F31 F34GT F32 F33 Wagner Tuning highflow downpipe catalyst + an upgrade intercooler N20 engines

$ 125.08

Schmiedmann shortshift multi-adjustable. Adjust the gearshift exactly like you want it! Adjustable in shift length. Gear lever is height adjustable!

At Schmiedmann **we have everything for BMW** from the smallest clips, connectors, wishbone, brake discs / pads and body parts. In addition we can offer you best price guaranteed on all our products.

$ 336.29

E34 E32 Headlights black H1 Hella DE, (The lens can be adjusted for RHD). Out of production from factory. Schmiedmann has the last available in stock.

$ 87.80

Original BMW accessories and spare parts very competitive prices e.g. **Logo LED door projector kit** for the frontdoors original BMW inclusive 3 different logos.

NEW BMW & MINI PARTS
Schmiedmann Odense A/S
Herluf Trolles Vej 15
DK-5220 Odense SØ, Denmark
Phone. +45 65941545
E-mail odense@schmiedmann.com

USED BMW & MINI PARTS
Schmiedmann Nordborg A/S
Lyngmosevej 9
DK-6430 Nordborg, Denmark
Phone. +45 74 49 11 80
E-mail nordborg@schmiedmann.com

Worlds largest online BMW & MINI catalogue
WWW.SCHMIEDMANN.COM
Reservations are made for goods sold and price changes

Welcome all our new BMWCCV members

Vivienne Petroff	325i	2011
Nick Wilson	E30 320i	1989
Wayne George	M3	2010
	330i M Sport	2006
George Dunn	E30	1989
Mathew Dalzotto	323i	1985
Russell Kap	E30	1990
Tim Trickett	E32 730i	1990
Vu Nguyen	335i	2007
Richard Todd	330ci	2004
Stephen Gagetto	1 series M	2012
Michael Dimasi	E30 318is	1991
Nick Green	E9 3CS	1972
Priyank Patel	E28 525e	1987
Leon Lau	F15 X5 xdrive 30d	2015
	E90 320d LC1	2011
Adrian Read		
& Tania Simpson	Mini R50	2002
Leigh Johnstone	530i	2003
Andrew Larkin	E30	1985
James Stallard	M3 E92	2012
Tom Brookes	E30 325i Coupe	1988
Simon Boin	VW Golf GTT	2016
Michael Kourosh	635csi	1984
Deborah La Greca	E30 325i Conv	1989
Peter & Jennifer Mosklala	320i	1988
Clive Massel	3.0csi	1974
	2002 Baur	1974
	E28 M5	1987
	528 Touring	1999
	2002 Touring	1970
Robert Frost	Z4 E89	2010

Ashvin Arunchalam	335i	2008
	X5 3.0i	2006
Donald Chia	P60 M3	2015
Leon Rosairo	M3	2015
Hasan I Celik	M4	2016
Wens Brinkman	Z4m Coupe	2006
Tony Silber	E39 M5	1999
Leigh Kelly & Jennifer Szalzo	125i	2016
Julian Sanfilippo	E30 JPS	1984
Nick & Kristen Waring	M5	1999
	540	2000
Gil Van Der Venne	M3	2015
Marty Hannan	M3	2015
John Mavroudis	318is	1990
Justin Doyle	E34 525i	1989
Sonia & Adam Mastrilli	E30 325is	1989
John Buttigieg	M4 Coupe	2014
Campbell Thompson	E30 318is	1991
Anthony Kamen	M3	2010
Bruce Paris	840	1993
David Sturge	M3	1998
Garett Sandeman	318is	1990
Marlin King	E30	1989
David Goh	M3 F80	2016
Michael De Stefano	M4	2016
Matthue Saward	M4	2016
Raed Bou-Karroum	E30	1989
Rory Kelham	325e	1986
	2002	1975
Ke Xu	M3 F80	2016
Anthony Stagg	M3	2016

EUROPEAN AUTO REFINISHERS

16 Bruce Street, Mornington

(03) 5975 9644

europeanautorefinishers.com.au

Accredited BMW Bodyshop

Member Services Directory

AUTHORISED BMW DEALERS

BMW MELBOURNE SOUTHBANK
118 City Road,
SOUTHBANK VIC 3006
Tel: (03) 9268 2266

BMW MELBOURNE KINGSWAY
209 Kingsway
SOUTH MELBOURNE VIC 3205
Tel: (03) 8699 2888
Contact: George Stavris
Special prices on parts.

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).
Trade prices on parts.

DONCASTER BMW
812-814 Doncaster Road,
DONCASTER VIC 3108
Tel: (03) 8848 0000
Contact:
Sam Gibson (Service);
Jim Sheppard (Parts);
Anthony Roberts or
Craig Hendrickse (Sales)
www.doncasterbmw.com.au

BUNDOORA BMW
62 Enterprise Dve,
BUNDOORA VIC 3083
Tel: (03) 9468 8000
Contact:
Hart Mason (Service);
Dean Reid (Parts);
Greg Exley (Sales)
10% discount on servicing;
Trade prices on spare parts.
www.bundoorabmw.com.au

GEELONG BMW
212-224 LaTrobe Tce
(cnr Gordon Ave),
GEELONG VIC 3220
Tel: (03) 5221 2111
Trade prices on parts.

BALLARAT BMW
Cnr Sunraysia Hwy & Waringa Drive
WENDOUREE VIC 3355
Tel: (03) 5339 9339
Contact:
Tim Britt (Sales)
Craig Hancock (Service & spare parts) Trade prices on parts.

VALLEY PRESTIGE BMW
Cnr Tramway Rd & Saskia Way
MOREWELL VIC 3840
Tel: (03) 5133 6600
10% discount on Service, Trade prices on parts

SOUTH YARRA BMW
145 Williams Road
South Yarra VIC 3141
Tel: (03) 9521 2121
Contact:
Alex Bompane (New Cars)
Michael Smith (Service)
Mark Eldridge (Parts)

SOUTH YARRA BMW - OAKLEIGH
Used Cars Only
Cnr Huntingdale & Dandenong Roads
Oakleigh VIC 3156
Tel: (03) 9252 5000
Contact:
Raj Fernando (Used Cars)
Phillip Hale (Service)
Jewel Kinniburgh (Parts)

SERVICE & REPAIRS
Motorsport & Performance Equipment

ACTIVE MOTORWERKE
96-98 Highbury Road,
BURWOOD VIC 3125
Tel: (03) 9808 4909
Contact: Steven Bai
Performance modifications to any BMW; Road, Race and rally preparation.
Member discount on application

BELL MOTORSPORT
Factory 4/244 Marine Pde,
HASTINGS VIC 3915
Tel: (03) 5979 1599
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

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

M1 MOTORS
3/50 Rooks Road,
NUNAWADING VIC 3131
Tel: (03) 9873 3668
Full BMW Servicing & Performance Tuning, Panel Repair and Motorsport Preparation. Special Prices on Parts and Labour

STUCKEY TYRE SERVICE
828 Sydney Road,
BRUNSWICK VIC 3056
Tel: (03) 9386 5331
Contact: Russell Stuckey
Road or race tyres of all makes + range of Motorsport wheels
Member special pricing

SMG AUTOMOTIVE PARTS
Building 41,
Clayton Business Park
1508 Centre Road,
CLAYTON VIC 3168
Tel: (03) 9550 5300

SOUTHERN BM
2 Elna Court,
MOORABBIN VIC 3189
Full BMW servicing and tuning
Tel: (03) 9555 4049
Contact: Andrew or Jimmy
Member discount applicable

WELCH AUTO PARTS
80 Johnston Sreet,
COLLINGWOOD VIC 3066
BMW, Mercedes, VW, Volvo & Audi parts
Tel: 1300 363 857
or Greg on 0418 578 740
Trade or special prices to members

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
Specialists in mechanical repairs.

PENINSULA BM
BMW parts, service & repair specialists
147 Mornington-Tyabb Road,
MORNINGTON VIC 3931
Parts: 1800 064 934
Service: (03) 5976 3633
Web: www.peninsulabm.com

BODY WORKS

BMW BODYSHOP
770 Lorimer Street,
PORT MELBOURNE VIC 3207
Tel: (03) 9676 7666

CHARLIE BATTISTI & CO
Accredited BMW Bodyshop
2-4 Moncrief Rd,
NUNAWADING VIC 3131
Tel: (03) 9894 4622
Contact: Noel Griffiths
Email: admin@charliebattisti.com.au
www.charliebattisti.com.au
25+ years experience 10% discount.
Special prices on repairs and rental cars.

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

Bundoora BMW Bodyshop BMW Authorised Panel Repairs
62 Enterprise Drive
BUNDOORA VIC 3083
Tel: (03) 9468 8060
Email: bodyshop@bundoorabmw.com.au
Contact: Andrew Stebbins

M & J NOVAK PRESTIGE MOTOR BODY REPAIRS
88-92 Cecil Street
SOUTH MELBOURNE VIC 3205
Tel: (03) 9690 0322
Mob: 0417 300 011
Contact: Joe Novak or Baron Novak

OTHER SERVICES

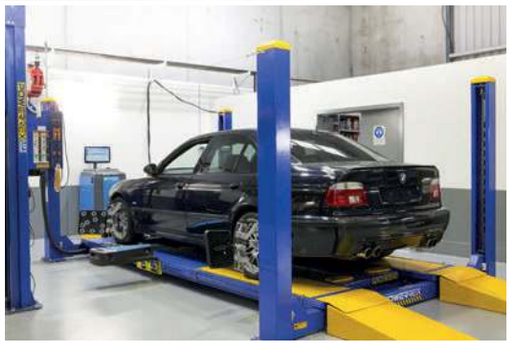
KAOS Custom Bikes
979b Glenhuntly Rd,
CAULFIELD SOUTH VIC 3162
Bicycle sales and repair, custom builds.
Tel: (03) 9563 6355
Contact: Andrew
10% discount for members

FBI TRAVEL
80 Kooyong Road
CAULFIELD NORTH VIC 3161
Tel: (03) 8573 0900
Contact: Jeffrey Diamond

SUPERCHARGE BATTERIES
545 Somerville Road,
SUNSHINE VIC 3020
Tel: (03) 9310 1995
Contact: Roger Harting
Mobile: 0418 323 786
30% discount on all batteries across the seven Victorian Supercharge Stores on presentation of club membership card.

TRADELANES GLOBAL SOLUTIONS
36 Allied Drive
TULLAMARINE VIC 3043
Tel: (03) 9330 0090
Contact: Stewart Garmey
Mobile: 0418 730 676
Special prices for members

LARRY WHITING
Supplier of quality corporate clothing & sportswear, embroidery, printing, graphics
Tel: 0435 900 579
lwwhiting@optusnet.com.au
Special prices for members



GREAT SERVICE STARTS HERE

WITH OVER 25 YEARS EXPERIENCE IN SERVICE AND MAINTENANCE, WORLD CLASS TECHNOLOGY AND FACILITIES.

SouthernBM have represented industry leading BMW service and maintenance solutions since the day we first opened. We take pride in our personal service, our customer experience, and the fact that we consistently provide the very highest quality service and maintenance possible.

FOLLOW US

SOUTHERNBM.COM.AU

GET IN TOUCH

(03) 9555 4049
2 ELNA COURT, MOORABBIN

SouthernBM
Independent **BMW** Specialists

CharlieBattisti&CO

ACCREDITED BMW REPAIRER

Melbourne's finest

smash repair facility

2-4 Moncrief Road, Nunawading 3131 PO Box 512 Blackburn 3130
Phone (03) 9894 4622 or (03) 9849 4980 | Fax (03) 9894 4706
After hours: 0409 884 469 | 0400 448 268
Email: admin@charliebattisti.com.au | www.charliebattisti.com.au