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2017 Issue 147

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*BMW i8*
*Photographed by Leigh Kelly*
*Vehicle courtesy of Bundoora BMW*

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# From the President

Welcome to 2017, and I'd like to wish all members a happy & prosperous 'BMW' new year! Our club already has quite a few exciting events planned for the early part of 2017!

I would encourage you all to log onto the website and make sure your contact details are up to date so that you'll receive the regular email notifications.

Whilst there, check out the events page and register for those events that interest you as some are limited in numbers and limited to BMWCCV club members only!

One event that I'd highly recommend is the bi-annual BMW Club Nationals. This year being hosted by BMWCCQ in Brisbane over Easter weekend from April 14th to 17th.

I have attended the last three Nationals events and they have always proven to be excellent with a variety of different events including social gatherings, a Show of Excellence, cruise, motorsport & sightseeing. There's always lots of opportunity to share our enthusiasm for BMWs with like-minded friends and come away with some memorable moments to remember.

This year the BMWCCV has also organised a 'Road Trip to Nationals' departing on 9th April,which will give drivers the opportunity to drive to Brisbane with fellow club members and enjoy some great roads & scenery along the way.  For further details see later in the magazine and also on the website.

Do make sure that you also register for all events on the Nationals website - www.bmwcanationals.com.au.

I look forward to seeing you all in 2017.

As always, drive safe and enjoy your  'The Ultimate Driving Machine'.

Rodney Smith
BMWCCV PRESIDENT

*EDITORS NOTE:*
*I must apologise for the delay in getting this issue published.  After many setbacks and delays it is now finally out.*
*- Jess Bell*

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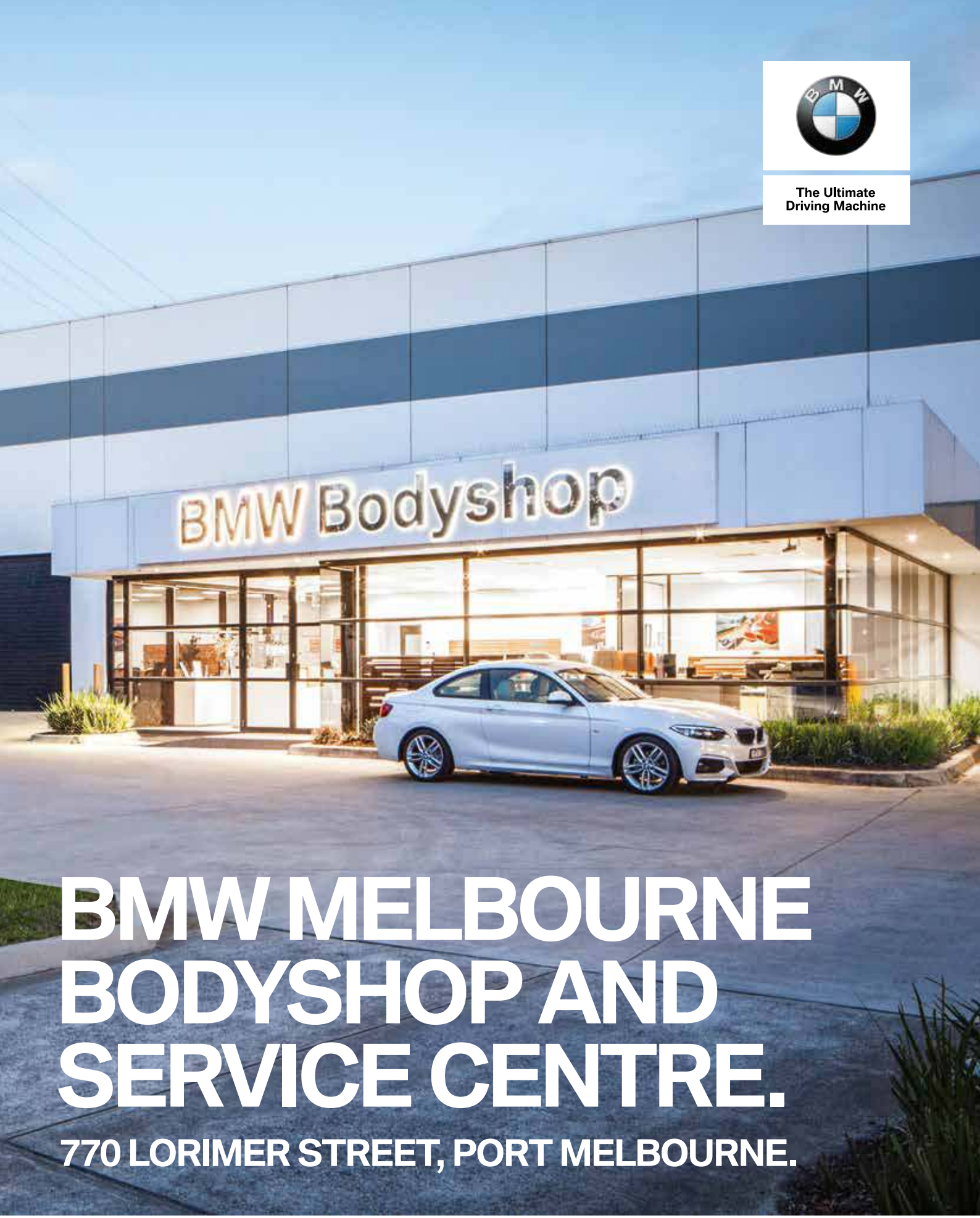


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# What's On

| Date | Event | Location |
|---|---|---|
| **2017** | | |
| 12 February | Torquay Motor Show | Torquay |
| 19 February | AOMC Car Display | TBA |
| 26 February | Car Display | Federation Square |
| 4 - 5 March | E30 Round 1 | Winton Motor Raceway |
| 6 March | Members Meeting | Woodford Trailers |
| 18 - 19 March | Car Display | Phillip Island Historics |
| 23 - 26 March | Car Display and Formula 1 Grand Prix | Albert Park |
| 2 April | Club Drive and Lunch | Geelong Yacht Club |
| 3 April | Member's Meeting | Bundoora BMW |
| 14 - 17 April | BMW Club Nationals | Brisbane, Queensland |
| 29 - 30 April | E30 Round 2 | Wakefield Park Raceway |
| 7 May | Members Meeting | Australian Aviation Museum |
| 10 - 11 June | E30 Round 3 | Sydney Motorsport Park |
| 17 June | Founders Dinner: Casino Royale | Riversdale Golf Club, Mount Waverley |
| 2 July | Christmas In July | TBA |
| 22 - 23 July | Driver Training and Sprint Weekend | Winton Motor Raceway |
| 18 - 19 August | E30 Round 4 | Phillip Island |
| 4 September | AGM | TBA |
| 23 - 24 September | E30 Round 5 | Winton Motor Raceway |
| 8 October | Driver Training | Winton Motor Raceway |
| 13 - 15 October | 10 Hour Relay Race | Winton Motor Raceway |
| 4 - 5 November | E30 Round 6 | Sandown Raceway |
| 18 November | Come and Try Day | Sandown Raceway |

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

** Please note that events can be added/amended 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.*

# My Life in the BMW Car Club of Victoria

Written by: Tony Whelan

My love affair with BMW's started in the late eighties when I purchased a car from a friend of mine. He had just purchased a BMW E34 535i and allowed me to have a drive. I always thought that the Mercedes Benz was a vehicle for the retired gentleman to perhaps get chauffeured around in, whereas the BMW was the car for the drivers amongst us. This drive only reinforced that thought.

It was 1995 before I then had the opportunity to purchase my own BMW, a E34 535i Executive. It was a dream car to drive with great handling and plenty of power. A real sports sedan with luxury thrown in. I joined the BMW Car Club of Victoria as soon as I purchased the 535 and tried to get to a few events, however this was before email was prevalent and by the time the magazine came out with the fliers, often the event had been and gone.

Then in 1997 I had the chance to upgrade to either a new E39 540i or a second hand 7 Series. Ultimately I went for a near new E38 750iL which pleased my elderly parents as they found it very easy to get in and out of with plenty of room in the rear seats to stretch out in on the long journeys. Once again, a great handling car with more than adequate power to shift a fairly heavy vehicle. BMW certainly know how to engineer the perfect mix of handling and ride comfort into their big cars.

At this stage I thought the only way I am going to find out about events at the BMWCCV before they occur is to make the effort and start to attend meetings. Consequently I have been an active member since late 1997. My 750 was seen at many social events and won many Club and National Show and Shines. It even ventured onto the various race tracks around Australia showing what you can do with plenty of "powwwer" as Jeremy Clarkson would say.

Because I started attending a huge amount of events I was fortunate to win the Club Member of the Year in 2000-2001. Consequently I thought it was about time to put back into the Club and became a Committee member as Public Officer in 2001. I have held this position since that time as well as becoming Secretary of the BMW Car Club of Victoria in 2007.

On the car front, I thought if I am going down the path of motorsport, the 750 is probably not quite the right vehicle to be running around the race track, even though it handled quite okay, the laws of physics do come into play when you try and shift a couple of tonne of metal from side to side. Consequently I finished up purchasing a Z3 M Coupe for my weekend toy and managed to win the Standard M category in the first year of campaigning at the Club Motorsport Sprint Days. This came as huge surprise as I was always the slowest in my class. It just goes to show that you only need to compete and be consistent to win a trophy. The M Coupe has a love or hate shape about it and is one of only 40 brought into Australia. Consequently it is pretty rare to see them on Australian roads and one of the last true driver's car, i.e.. without any traction controls, other than your right foot.

In 2008 with 380,000km on the 750iL, I thought it time to change and because I had such a good run out of the V12, it only seemed logical to stick with the big power plant. Therefore an E66 760Li fitted the bill perfectly. Once again a superb luxury vehicle for long distance travelling with all the bells and whistles and once again a multi

trophy winner in the Club's and National's Show and Shines.

In September 2011 I received another huge surprise being nominated for Life Membership of the BMW Car Club of Victoria. I am sure that people don't join a club such as ours in search of such accolades. They join because they like to share experiences with other BMW like minded people. However in saying that, it is extremely pleasing that the members do appreciate those in the Club that put in the extra work to keep our Club running smoothly and as efficiently as possible.

My next vehicle purchase at this stage has been my current daily driver, the F01 750i in 2015. Unfortunately I couldn't find a F02 760Li on the second hand market at the time when I was looking, however the 750i has a V8 and has pretty much the equivalent power and torque of the old V12.
With twin turbo's providing boost, it is quicker off the mark achieving the 0-100km/h mark in 5 seconds. The recently released G12 M760Li can achieve this in 3.9 seconds, better than a current M5 or M6. Very potent indeed and probably the next car that is on my radar when the time comes to offload the 750i.

People often ask why drive such a big car. It is hard to put into words the reason, however when you drive or be driven in a 7 Series BMW you just seem to "get it" and come away with a smile on your face. The way only a 7 Series can comfort you in such luxury and especially on the regular trip for me up to Melbourne and the annual interstate holiday up north, there is no place I would rather be. Having all the bells and whistles like heated, air-conditioned and massaging seats, radar cruise control with stop and start facility, heads up display, rear privacy blinds, self closing doors & boot lid, surround sound, surround view, etc., etc. also helps. At first they might seem like gimmicks but you soon realize that they are there to help you and make the task of driving, that much easier to handle. The three 7 Series that I have owned have all had a Jeckle and Hyde personality about them, you can let the car do its own thing and waft along in first class luxury or hit a few buttons and turn them into a real sports sedan that can easily keep up with the M Cars on the sweeping, twisty bits.

My time in the BMW Car Club of Victoria has been very enjoyable and because I live down at Anglesea, I have organized numerous cruise days down the Great Ocean Road and the Geelong area. I have also been heavily involved with any overnight trips including the annual Melbourne Cup Weekend trips to Tasmania, Victoria's High Country, Murray River and Gippsland. I get great pleasure in organizing these events and even though it might take some work, I think everyone that has been on one of my tours has really appreciated the work that goes into arranging the event.

My ultimate organizational project was being Chairman of the BMW Clubs Australia Nationals which Victoria hosted in 2013. It gave me a huge thrill to welcome 200 participants to this event at Phillip Island when the Nationals scheme was waning and numbers were dropping significantly in recent years. I had a fantastic team of BMWCCV Members helping out and we can all be very proud that the whole Nationals Event is now well and truly back on the BMW Clubs Australia agenda.

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# Road Trip to BMW Nationals, April 2017
## Sunday, 9 April 2017 to Friday, 14 April 2017

Going to the BMW Nationals in Brisbane in April 2017? Tired of simply driving up the main highway? Join us on a 5-day Road Trip to the Nationals! Each day offers a choice of some of Eastern Australia's best driving roads, or a relaxed cruise to the same overnight location where everyone can meet up. The event is being run as a self-book, self-navigate and self-pace event. This makes it more flexible for you and is practical to organize with clubs from 3 states likely to take part in portions of the trip.

In each overnight stop, a motel is arranged for the group to stay at. Each participant will contact the motels directly to make your booking and arrange payment. You are welcome to choose alternative accommodation in the town and meet up the next morning at the briefing if you prefer.

Meals are at your own cost and arrangements, with only two or three bookings made in advance. In practice, we will probably all eat together, at least for breakfast and dinner, but you can choose otherwise if you prefer. There will be a briefing each morning which everyone should attend.

The primary route and the cruise alternative will be fully prepared with navigation instructions. Navigation will be very simple on most days and, wherever possible, points will be provided which you can enter into your car's satnav to help as well. Some sections of the route are suitable for travelling in convoy. Of course you are free to choose the primary route some days and the cruise route on others.

In practice, people will likely form into informal groups comfortable to travel at similar speeds and the groups will meet up at food breaks and at the overnight locations. But you are free to stop for photos, detours, shopping, etc along the way if you wish.

The event is an official BMWCCV event and all the normal BMWCCV rules and driving etiquette apply, which includes observing all road rules including speed limits.

**Itinerary**

- Sunday 9 April: The trip starts in Melbourne after lunch and we cruise to Bairnsdale for the first night.
- Monday 10 April: Cruise together to Orbost. From there, a choice of fabulous roads through the mountains or a highway cruise. Overnight on the coast in beautiful Merimbula.
- Tuesday 11 April: Travel together along scenic, coastal back roads to Narooma, then cruise up the Princes Hwy to Nowra. From there, a choice of famous driving roads through the Southern Highlands or a highway cruise and cutting through Sydney. Overnight in Richmond, on the western fringe of Sydney.
- Wednesday 12 April: The primary route heads inland through the Hunter Valley and Tamworth then across to the coast at Port Macquarie, including one of the East Coast's very best stretches of road. The cruise alternative is along the scenic expressway North from Sydney, stop in at the new Gosford motor museum, then cruise up the Pacific Highway to the overnight stop at Port Macquarie.
- Thursday 13 April: Cruise up the highway to Coffs Harbour. A choice of back road or highway to Grafton, then another cruise to Ballina and along the scenic road to famous town and headland at Byron Bay. Either twisty back roads or the main road to the overnight stop at Murwillumbah.
- Friday 14 April: BMWCCQ will escort us through mountain roads to Brisbane. The cruise alternative is along the highway past the Gold Coast to Brisbane and the Nationals headquarters.

The primary route is under 500km each day except for the Wednesday (650km), but the cruise route that day is just 400km. The route caters for interstate clubs to join us at Melbourne or Richmond (Sydney).

*The itinerary may be subject to some fine tuning.*

**Registration**

A registration fee of $20 applies to cover insurance and organizational costs. All other costs are your own to pay when on the trip. To register, head to www.bmwccv.com.au/calendar/

If you have any questions, please email Peter Williams on pw4@live.com.au.

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# My First DECA Driver Training

25 June 2016
Written by: Tania Simpson

On Saturday 25th June, I attended my first ever BMWCCV Skid Pan training session that was run by the club at DECA in Altona in my Mini Cooper S.

I would be lying if I said I wasn't absolutely petrified of the thought of purposely getting myself into a skid whilst having to navigate through various courses.

However on the day once Graeme talked us through the importance of having the correct set up of our drivers seat, hand and steering wheel position.

I knew I was in good hands and that this was in fact the best place to be, to learn about the power of both under steer and over steer of my vehicle.

Once a demo of the course by Sean Bell was undertaken we proceeded to head out one by one through the course.

I chose to head out last as the nerves had the better of me and being the only female I wanted to watch the other participants go through the course to settle my nerves.

Before I knew it, it was my time to head out, I was given another run down by Graeme, that relaxed the nerves and off I went.

I took it a little "cautious" one would say but got through and was given a great "pep talk" by Sean at the end of the course, just covering the things I needed to take on board.

The second time out was great, the nerves had settled and I managed to brake on signal and finish in the allocated bay without any witches hats as casualties.

My confidence only grew through out the day with the support of Graeme, Jo, Sean, Jenna and Chris encouraging me to push well beyond my comfort levels.

We navigated through 4 different courses over the day being 2 in the morning followed by a break for a lovely BBQ lunch by the crew, then followed by another 2 courses with the last being definitely the most challenging.

Graeme timed us in the final course and I was please to find out that I had placed 4th out of 17 cars so I was definitely happy with my continuously improving results on the day.

I am now ready to take on the "on track" training at Winton in July and then compete in my first ever sprint the same weekend.

I highly recommend all BMWCCV members of all ages to undertake this training as it is a fantastic way to improve your skills in a safe environment with a fantastic support crew behind you all the way.

# Christmas Lunch and Celebration of Excellence

4 December 2016
Written by: Val Smith

It's so good to get together and met new members as well as catching up with regular members and seeing everyone having a great day.

It was fantastic to see a large show of cars all spick and span with the enthusiasts up early to show their pride and joy.

The weather was wonderful and held off until we all left to go home. We were able to sit out on the lovely lawn and socialize with our members while the dedicated judges walked around each car judging under the bonnet, the interior, the boot, wheels and exterior of the cars which is a big job to do.

Thanks to these judges for their time and effort, a job well done.

Congratulations to all the winners of each category and to Paul winning his group and the best in show, well done.

At lunch we had a wonderful time, where we had quiet a few lucky door prizes, thanks to the Hampers from Tony and also Doncaster BMW for their fantastic Alpina give-aways and Southern BM for their help with prizes, too.

A competition was held after our main course of famous faces where we had to name the person and their famous parents. Well done to Jenna who came first, Marilyn who came second and Sheryl and I with equal third.

The meal was well presented and everyone really enjoy the social time. Fun was definitely had by all.

See you all next time.

# 2016 Celebration of Excellence

| No. | Class | Name | Car | Rego | Grand Total | 1 Entrant | 2 Exterior | 3 Interior | 4 Boot | 5 Engine |
|---|---|---|---|---|---|---|---|---|---|---|
| **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, Tony** | F01 750i | TW 750 | **375** | 41 | 88 | 74 | 90 | 82 |
| *2* | *A* | **PATAN, Jenna** | F22 M235i | All 399 | **324** | 38 | 82 | 62 | 80 | 62 |
| **BAU GRUPPE 201X E70 X5, E71 X6, E81/E87 1s, E84 X1, E89 Z4, E90 3s** | | | | | | | | | | |
| 1 | *B* | **DAVIES, Peter** | E92 335ci | PD 342 | **374** | 44 | 82 | 87 | 83 | 78 |
| **BAU GRUPPE 200X E46 3s, E53 X5, E60 5s, E63 6s, E65 7s, E83 X3, E85 Z4s** | | | | | | | | | | |
| *1* | *C* | **GLYNN, Lawrence** | E46 M3 | 1DP 2IH | **408** | 50 | 90 | 94 | 86 | 88 |
| 2 | *C* | **BELL, Sean** | E46 M3 | E46 SMG | **308** | 41 | 85 | 56 | 73 | 53 |
| **BAU GRUPPE 199X E31 8s, E36 3s, E36/7 Z3s, E38 7s, E39 5s** | | | | | | | | | | |
| *1* | *D* | **SIMOS, Lee** | E31 850CSi | CSI 850 | **390** | 59 | 86 | 83 | 79 | 83 |
| 2 | *D* | **TURNER, David** | E36 M3 | T 944 T | **377** | 59 | 85 | 72 | 80 | 81 |
| 3 | *D* | **HOFFS, Theo** | E31 840ci | SXI 840 | **375** | 80 | 79 | 72 | 80 | 64 |
| **BAU GRUPPE 198X E30 3s, E32 7s, E34 5s** | | | | | | | | | | |
| *1* | *E* | **CARUSO, Paul** | E32 740IL | 16443H | **424** | 72 | 90 | 99 | 74 | 89 |
| 2 | *E* | **PERRETT, Graham** | E30 Cabriolet | 21728H | **377** | 74 | 81 | 62 | 75 | 85 |
| **BAU GRUPPE 197X E21 3s, E23 7s, E24 6s, E28 5s** | | | | | | | | | | |
| *1* | *F* | **MUIR, Scott** | E28 Alpina B9 | 71912H | **416** | 68 | 91 | 87 | 85 | 85 |
| *2* | *F* | **EYLWARD, Tim** | E21 | 56818H | **363** | 52 | 83 | 83 | 66 | 79 |
| **NEUE KLASSE 2002s, E3 2500/3.0L, E9 3.0CS/CSL, E12 5s** | | | | | | | | | | |
| *1* | *G* | **MAWSON, Jo** | E3 2500 | 53380H | **400** | 75 | 75 | 95 | 80 | 75 |
| *2* | *G* | **GRENDA, Gary** | 2002 | 60561H | **296** | 69 | 65 | 51 | 48 | 63 |
| **BMW RACE & RALLY CARS** | | | | | | | | | | |
| *1* | *R* | **BELL, Chris** | E30 R | 02478H | **240** | 75 | 64 | 19 | 34 | 48 |
| **BEST IN SHOW** | | | | | | | | | | |
| | *E* | **CARUSO, Paul** | E32 740IL | 16443H | **424** | | | | | |
| **PEOPLE'S CHOICE** | | | | | | | | | | |
| | *D* | **SIMOS, Lee** | E31 850CSi | CSI 850 | **390** | | | | | |

# The New BMW 4 Series

BMW PRESS CLUB

Endowed with an aesthetic appeal and dynamic flair all of its own, the BMW 4 Series has stood out with its supremely assured and stylish air ever since its launch.

A total of nearly 400,000 sales worldwide (up to the end of 2016) is testimony to the tremendous allure of the BMW 4 Series, whose story began in 2013 with the arrival of the BMW 4 Series Coupe.

The following year, it was joined by the BMW 4 Series Convertible and the BMW 4 Series Gran Coupe to create a complete model family. The cars are manufactured in Munich (BMW 4 Series Coupe), Regensburg (BMW 4 Series Convertible) and Dingolfing (BMW 4 Series Gran Coupe).

The new BMW 4 Series models write the next chapter in this success story with even sharper styling and revised suspension.

**Accentuating the sporty character**
Restyled LED headlights take the place of the outgoing cars' xenon units. And all models in the range are equipped with LED front foglamps as standard. The LED rear lights fitted on the BMW 4 Series for the first time give extra impact to the car's powerful looks. Modified air intakes, line-specific applications and the new rear apron add further striking touches.

Moving inside, the new electroplated detailing, chrome applications and centre console in high-gloss black reinforce the exclusive, high-quality feel.

Another visual highlight is the double stitching on the instrument panel, while three new upholstery colours together with three new interior trim strips provide even greater choice when it comes to personalising the interior's design.

The two new exterior paint finishes Snapper Rocks Blue and Sunset Orange are available exclusively for the new BMW 4 Series models, and there is also one new model-specific wheel design each for the Advantage, Sport Line, Luxury Line and M Sport equipment lines. An abundance of additional equipment options offers ample scope for tailoring the car to individual tastes.

**Revised suspension**
The new BMW 4 Series Coupe and BMW 4 Series Gran Coupe now come with a stiffer suspension set-up delivering even sportier handling without any loss of ride comfort. Both the lateral and longitudinal dynamics have been improved, regardless of the load on board. This applies not only to the standard suspension, but also to the M Sport suspension and the Adaptive suspension.

All new BMW 4 Series models now boast even more assured straight-line stability and more communicative steering. High-performance tyres are available as a factory-fitted option for all models from the BMW 430d and BMW 430i upwards.

**31 model and powertrain variants**
All of the petrol engines and the four-cylinder

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diesel units fitted in the new BMW 4 Series stem from the latest BMW EfficientDynamics family of engines and are equipped with BMW TwinPower Turbo technology. There are three petrol engines (BMW 420i, BMW 430i and BMW 440i) and three diesel options (BMW 420d, BMW 430d, BMW 435d xDrive) available for all of the new BMW 4 Series models.

The power output of the petrol-engined BMW 4 Series model variants ranges from 135 kW / 184 hp in the BMW 420i up to 240 kW / 326 hp in the BMW 440i (fuel consumption combined: 7.9 – 5.5 l/100 km [35.8 – 51.4 mpg imp]; CO2 emissions combined: 185 – 127 g/km).

When it comes to the diesel line-up, meanwhile, the power spectrum extends from 140 kW / 190 hp in the BMW 420d up to the 230 kW / 313 hp of the BMW 435d xDrive (fuel consumption combined: 5.9 – 4.0 l/100 km [47.9 – 70.6 mpg imp]; CO2 emissions combined: 155 – 106 g/km).

The BMW 4 Series Gran Coupe is available in a further diesel variant – the BMW 418d with an output of 110 kW / 150 hp (fuel consumption combined: 4.5 – 4.1 l/100 km [62.8 – 68.9 mpg imp]; CO2 emissions combined: 118 – 107 g/km). A total of twelve model variants are available with the option of BMW xDrive, while the BMW 435d xDrive comes with the intelligent all-wheel-drive system as standard – in Coupe, Convertible and Gran Coupe guise.

**New navigation and instrumentation displays**
The optional Navigation system Professional for the new BMW 4 Series now features an interface with large tile-style control pads that is even easier to use. The control pads can be arranged as desired and display a constantly updated version of the linked menu content, making operation even more intuitive for users.

The BMW 4 Series can be optionally fitted with the Multifunctional Instrument Display, giving the driver the choice of different visualisation options for all displays depending on the driving experience mode selected.

Sharper design for the BMW M4, too. The BMW M4 Coupe and BMW M4 Convertible now come as standard with the adaptive full-LED headlights. And the newly designed full-LED rear lights again freshen up appearances and inject technical appeal.

Besides this, a number of styling touches have been added to give the cabin of the sportiest BMW 4 Series variants an even more sophisticated air. And the two M4 models likewise feature the updated version of the Navigation system Professional and other ConnectedDrive features.

# BMW i8

VEHICLE COURTESY OF BUNDOORA BMW
PHOTOGRAPHED BY LEIGH KELLY

# BMW Clubs Australia

## Nationals - 2017

### *Brisbane as you've never seen it!* *April 14 - 17, 2017*

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Easter 2017 will give BMW club members from across Australia, such as you, the chance to experience Brisbane as they've never seen it.

The scenic capital of the sunshine state has many secrets and surprises that will be revealed to you. Brisbane is blessed with its scenic river and hilly features, a compact city heart and excellent road network; not to mention Australia's friendliest people.

The 2017 Nationals will be based in the heart of Brisbane at vibrant Kangaroo Point, directly adjacent to the iconic Story Bridge. The variety and choice of venues offered by this central city location will guarantee you experience Brisbane as you've never seen it.

We invite club members from ALL over Australia to join us for Easter with special accommodation deals at Dockside Central Apartments, our Club sponsor. Great deals have been negotiated, so come and stay for the Easter break to enjoy all the many activities of offer.

You also have the option of flying up, in which case you will receive a VIP airport pickup from one of our club members.

Flying to the Brisbane Nationals will save you time and money and also provide an opportunity for you to either:

- hire a BMW
- freight your own car, or
- be a passenger with a local club member.

The format of the 2017 Nationals has been creatively overhauled with our core motivation to offer a greater variety of activities as well as outstanding affordability, organisation and enjoyment.

So, what's happening each day?

On Friday after registration on your arrival, participants can take a free ferry-ride to Southbank or Portside or even check out the historic Brisbane CBD on a free *Greeter's Tour*, while their car is washed by one of our sponsor detailers.

Friday evening brings the *Welcome to Brisbane Dinner* – Our venue is quintessentially Queensland; it's open, it's casual, it's scenic, it's is next to the river and it's just $50 per person! After dinner, an evening scenic stroll across the Story Bridge, surrounded by the lights of beautiful Brisbane, is just metres away.

Saturday morning will have us driving 500 metres up the road in a cavalcade to Captain Burke Park under the Story Bridge for the *Show of Excellence*. Traditionally an all-day event, we will finish early presenting the choice of a variety of new two hour Saturday afternoon events:

- *Three Peaks of Brisbane Sightseeing Drive* - A chance to view our city from three elevated points, marvel at our diverse architecture and the proximity and beauty of Brisbane`s geographical features - a camera is essential!
- *Mountain Run to Mt Glorious and Mt Nebo* - fill your tank for a twisting drive on one of our iconic hinterland roads, just minutes from the city centre. We will stop enroute for photos - again, a camera is essential!
- *Story Bridge Climb* – Yes, you can climb our bridge and yes, the views and experience are breathtaking. The entry is just 250m from Dockside and we have negotiated a very special BMW Club price of just $85!

On Saturday night we present the *Mississippi Gambler Dinner* – an opportunity to dress-up and board the iconic Kookaburra Queen for a themed dinner, enjoying the company of your fellow BMW friends over a fabulous meal. You will marvel as the lights of Brisbane reveal themselves when we travel east and west along the river. For just $70 per person, you can come along and experience a night you will never forget!

Sunday morning brings an early morning cycle tour for those who are so inclined, followed by the traditional motorsport event: a *Supersprint Track Day* at the iconic Lakeside, including a unique demonstration event.

For the non-motorsport participants, we have an alternative, the *Cryptic Cruise*. This is a chance to get your thinking caps on and experience the secrets of South East Queensland. Interesting, low-traffic roads, stunning scenery and lots of fun are guaranteed. Another chance to experience Brisbane as you've never seen it!

On Sunday evening join our presenting partner, Brisbane BMW at their superb Fortitude Valley showroom for a glittering evening celebrating all that is special about BMW Clubs Australia. Dress your best and enjoy a sit down dinner, entertainment, a showcase of the latest BMW models and of course, the anticipation of our Club Awards. We will be joined by senior members of both the Brisbane BMW Group and BMW Australia. The Brisbane BMW showroom is a short five minute taxi ride from Dockside or a 25 minute walk. A free shuttle bus will depart Dockside at 6.30pm. This event will truly be one of the highlights of the 2017 Nationals and is not to be missed. At just $75 per person, be prepared to be very surprised!

Monday is the final day of the Nationals, but the action doesn't let up. Those wishing to embark early on their journey home can join one of three escorted border runs: Border Run EAST, Border Run CENTRAL or Border Run WEST. Those wanting to stay longer can enjoy *Lunch-n-Laps* at Queensland Raceway, where for just $30 they can partake in a satisfying lunch at the Cafe, followed by an hour of track time - with no helmet required.

There will also be a casual 'no booking' *Stayers' Dinner* at the Story Bridge Hotel on the Monday evening.

Those flying home will receive a free VIP drop-off at the airport as our thank-you for attending the 2017 Nationals.

We hope that all members of BMW Car Clubs across Australia join us at Easter 2017. We guarantee that whatever events you attend, by Monday, you WILL definitely have experienced Brisbane as you've never seen it!.

For more information and booking details, check out our new dedicated Nationals website at www.bmwcanationals.com.au or scan the QR code at right.

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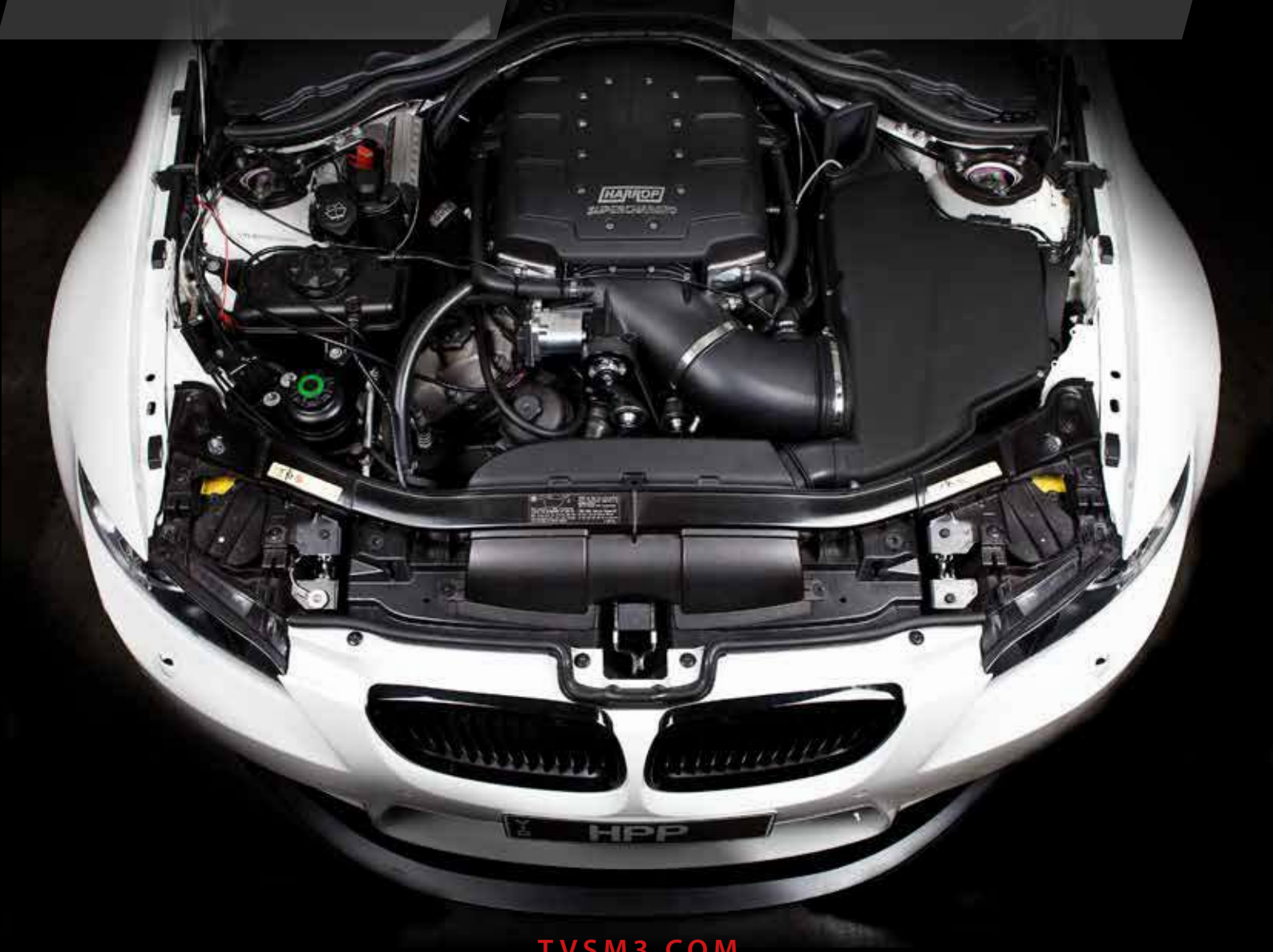


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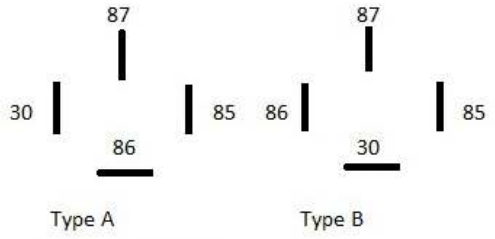
# Relay Tester

Written by Ken Lee

Relays are an integral part of automotive electrical systems and have been for many years. The relay was invented before the automobile, approx 1835, so I imagine they have been used in cars since battery electrical power was first used . The relay has an electrical coil electromagnetically controlling a set of contacts, a small current through the coil will cause the relay to switch. In car use, the relay is used to switch electrical contacts, supplying a voltage to an ancillary device which may draw a large current, many amps more than the small current used to energise the relay coil. The relay is used as a current amplifier, in most cases in cars, it also has the advantage of controlling many circuits from one energising signal or isolating electrical circuits from each other.

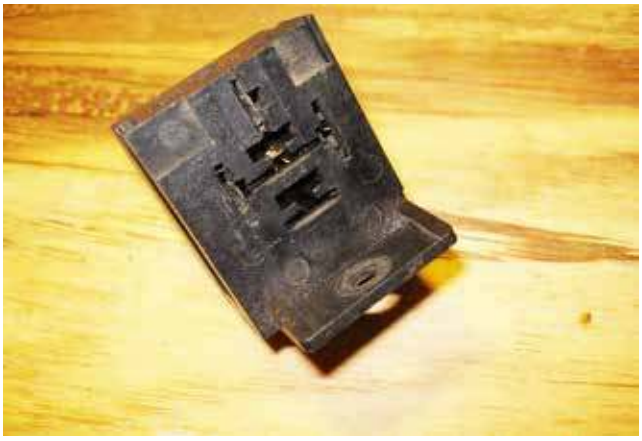
European relays made by Siemens, Bosch and others use two standard contact layouts, see drawing. BMW have used both Type A and B relay configurations, so be careful when replacing relays as the wrong pin type will not work. The relay circuit is usually printed on the side of the relay, pin numbers are on the underside of the relay next to the relevant pin.




BMW cars have many relays, as do all cars, they occasionally fail, or the circuit they are controlling fails. I have been working on BMW electrical systems for 35 years and only now have I decided a relay/circuit tester would be an advantage, there are commercial testers available but they only test the relay in isolation, detached from the car. My tester is in the original circuit when testing so it also tests the circuit controlled as well as the relay, the voltage application from the relay to devices can be followed through the circuit, aiding fault finding.

I have never found a relay coil problem in cars, the main relay failure is dirty, or burnt ,switch contacts due to electrical arc when disconnecting an electrical load.

If you wish to repair the relay the case can be opened and the contacts cleaned with abrasive paper. Opening the case needs care as plastic cases break and metal cases look ugly when re bent shut. The tester avoids the possibility of opening a good relay, destroying the case needlessly.



In my experience cars left standing for years will most likely have defective relay contacts, oxidized through lack of use, the same repair, as mentioned, can be used, the tester makes the job easier when multiple relays have failed as it makes fault finding quicker and lessens the chance of an accidental short circuit when using other less convenient methods.

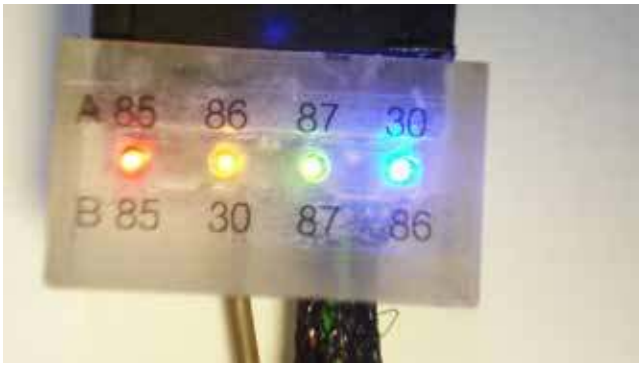
Some electrical analysis is required when using the tester and it helps to have the relay pin number configuration committed to memory .

**Tester Description**

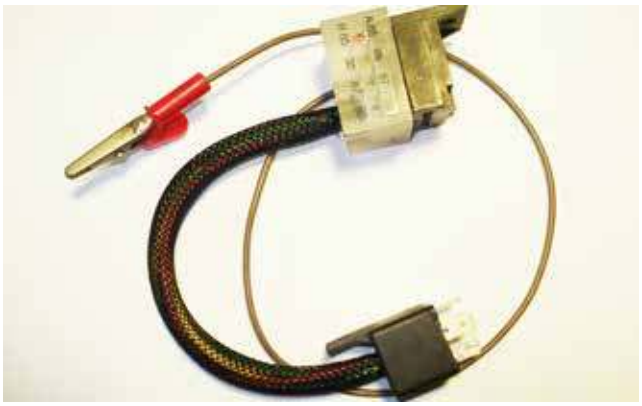
I destroyed a relay to make the tester, after extracting the coil and contacts I soldered wires to the 4 pins exposed, then set the base in 5 min epoxy , to anchor the pins, now loose from parts removal (see photos on next page).

The other end is where the suspect relay is plugged in, LEDs are used in the base to indicate the presence of voltage on each pin, I made the base from polycarbonate but other materials can be used.

I used a standard relay plug for the test end and labelled the LEDs for the two different pin layouts.




The separate earth connection is the customary BMW brown earth coloured wire. The wiring is covered with a sleeve salvaged from a desktop computer, power supply. I had all the parts for the tester so the cost was zero, but even when buying the bits the cost is small.



Although there are two different pin layouts in common use, the tester will work for both as it is wired pin to pin, the interpretation of the LEDS require using the correct pin layout.

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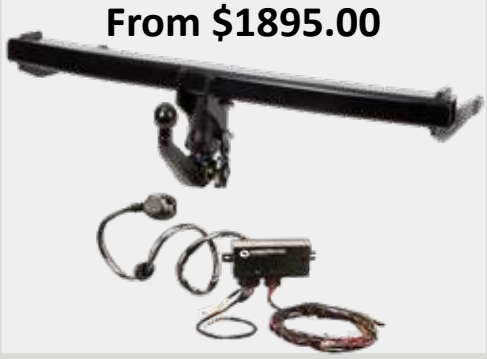

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# A Day with a 640i Convertible

Written by David Myall

With my former M6 in for a service and roadworthy certificate I was given a 640i Convertible for the day. Having owned a M6 for nearly 3 years I knew the 6 series quite well but only in ///M form.

It was wonderful to feel the luxurious ride the 6 series was built for.

The 640i smoothed away the bumps where my /// M6 would have attacked them violently. Powered by the tried, tested and much loved BMW 3.0 litre twinpower turbo engine it was anything but lazy in any of the 3 engine modes.

This is the LCI (update) version of the 6 series so it had some nice tricks mine doesn't such as radar cruise control that kept a nice safe distance to car in front slowing down and breaking where necessary. It also had the full digital dash (see photos) that changed with the engine mode from a blue in Eco mode to a standard dial in comfort mode through to an aggressive red in sport mode.

With the roof up I couldn't tell it was a convertible. There was plenty of sound deadening from the roof. I even got caught in a brief rain shower after

As a M6 owner, former owner, testing the performance wasn't a top my agenda but in Eco mode the 640i was very able. In Sport mode the gear changes and power delivery were quite aggressive and the engine note raised a level, maybe two, to very sporty. It even splattered a little off throttle and through gear changes, exacerbated with the roof down. (Having never owned a convertible I was happy to brave the 17 degree temperature to experience top down driving).

It has all the amenities of my M6 such as cooled & heated seats, DAB Audio, soft close doors, etc.

I took the photos and interestingly there is a great deal more noise from rain hitting the carbon fibre roof of the ///M6. Not a scrap of noise on the soft top.

This 640i looks fantastic in black with BMW individual amaro brown merino leather trimmed in fineline brown wood and rolling on 20 inch style 616 rims. If only my wife would drive a big car.

# Two of the Many BMW Centenary Tour Highlights

Written by Simon de Lisle

Two of the (many) highlights of the BMW Centenary Tour in September were the Friday night at BMW and the Saturday at the BMW Clubs Display in the Olympic Park. Both were a wonderful overload of great cars, with rare classics everywhere you looked!

BMW Classic includes a museum of historical cars and bikes. The facilities are quite low key, but for me this understatement itself added to the excitement, due to the concept of priceless cars being tucked away in a nondescript warehouse. In the forecourt outside, we were served champagne and canapés, but also the automotive "entrée" included a bright orange "BMW Turbo", the curiously-named concept car that lead to the iconic M1 super-car. Also, a peek into the workshop revealed several road and race M1s, a 507 and various other drool-worthy vehicles.

Moving into the museum/warehouse, it was impossible to not notice the two modern concept cars. The styling is certainly polarising, but I really liked the grey Batmobile-esque roadster. Moving onto the production vehicles, you know that a collection is pretty special when you start getting blasé about "mere" M1s and E30 M3s! And, wait, is that a Maclaren F1 quietly tucked away in the corner?! Also nonchalantly sitting on a storage mezzanine were various 90s to 00s concepts, including the hydrogen CleanEnergy concept and an early E46 Compact prototype with some, ahem, interesting styling features that didn't go through to production. Also, I had no idea that a 2002 fastback rally car even existed, but there it was in shining silver. To wrap things up, we heard speeches from the leaders of BMW Classic and BMW Clubs, and were treated to a typical German diet of beer and meat in vast quantities.

The BMW Clubs car show on the following day was a case of "so many great cars, so little time". This became obvious after two hours, when I realised I was only 10% of the way through the cars!

The older 6 Series were in fine form at the show, from outrageous race-cars to elegant beauties. All were stunning in their own way. The sheer quantity also was an eye-opener; at an Australian car show you could be lucky to see a single E9 6 Series, but here it seems there are so many that there could almost be a club for "Northwest Dresden Owners of Blue CSLs That Were Built On a Tuesday"

Similarly, the line-up of M1's is something unimaginable outside Germany. Respect goes out to a particular white car... for being a bit dirty! By that, I mean that the road grime suggests that this rare classic is being driven and enjoyed as intended. And regardless of the level of paint detailing, those M1 curves and lines are a sight to behold. Not far from the M1's was a collection of M Coupe's. Despite their completely different origins, both stood out as wonderful quirks of BMW's history. And then there's the Z8's - I went from having never seen one in the flesh to being instantly smitten. An incredible successor to the 507, and my photos do not do it justice.

Another benefit of having so many cars on display was the surprise at enjoying a particular car of a model I don't usually appreciate. For example, the 8 Series doesn't usually interest me, but a bright blue 850i on grey basketweaves suddenly made me see the appeal.

Of the vintage cars, a blue and white 328 roadster stands out as a highlight. The photo of it is full of people, because it had a constant crowd of admirers! The Dixi's were also well represented, and on a nerdy level I was fascinated by the ingenious arrangement for the steering column and dash on the pivoting front door.

Anyway, enough of my ramblings, hope you enjoy the pictures (despite their blurriness - sorry!).

Many thanks to Tony, Frank, Jenny, Rod and everyone else who made this fantastic trip possible.

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# Festival of ///M

Written by David Myall

Like so many motoring enthusiasts growing up watching my heroes at Bathurst meant driving a closed Mount Panorama circuit was right up there on my bucket list.

I was very lucky to be invited by BMW Melbourne to attend the Festival of ///M at Bathurst in November. 64 customers from all over Australia came to Bathurst, to drive every ///M engine around the famed circuit.

There was a morning and an afternoon session, I was in the morning session. Each session was split into 4 groups of 8 and each group rotated through four 'stations'. A product session and 3 driving sessions trying all current ///M engines on the hallowed asphalt of Mount Panorama.

The group I was with started the morning with a product briefing where we were talked through each of ///M groups (M2, M3-M4, M5-M6, X5M-X6M). Then we were shown around a M4 GTS ending the product session with BMWCCV patron Steve Richards talking us through the M6 GT3. I even got the opportunity to squeeze my considerable mass into Steve's Laser Racing M6 GT3 destroying its normal power to weight ratio.

From there our rotation took us through 3 track sessions in the M2, M3-M4 ending in the M5-

M6. Each session was run as per a normal BMW Driving Experience day with an instructor in a lead car setting the pace and walkie talkies in the car so the instructor could speak to the drivers following. There was a group of 4 M2's, another with 2 M3's and 2 M4's, another with 2 M5's and 2 M6's and finally an overflow group with a M2, M4 and M6.

The M2 with DCT gearbox was a great car to drive. In hindsight, it did feel a little underpowered going up the hills of the Mount Panorama track, rightly so. As the lightest the brakes were fantastic staying rock solid, as the shortest wheel base it did feel a little twitchy compared to the others. If it was the only car driven on the day anyone would have called it the time of their life but this was tough company.

For the second session, I was put in a M3 with Competition Pack behind a M4 with no competition pack. The extra power of the Competition Pack was immediately obvious. I was all over the M4 on the straights having to

throttle off/down to keep a safe distance to the car in front. I was exceptionally impressed with this car. Great power, exceptional handling, plenty of brakes. Everything anyone would want at Mount Panorama.

For the final session, I was determined to slot myself into a M6, having owned one. I jumped in the M6 that was in the overflow group with the instructor in a M4, a M2, a M4, then me in the M6. Before we set off the instructor came over the walkie talkie and said “We will drop the M6 in the twisty stuff so will wait for it on the straights.” Without replying into the radio, I muttered “I might surprise you”.

The next few minutes were very special indeed. I wasn’t driving a car that was new to me like the other two, having done several speed events in my M6 when I owned it. I trashed the brakes, they wouldn’t have lasted another lap on that heavy car but they didn’t drop me in the tight stuff and of course with that power I was just cruising on the straights. To top it off the instructor came on the walkie talkie as we pulled up in the pits saying his drive of the day went to the guy in the M6. That was quite flattering but I also felt like a bit of cheat.

Getting out of the M6 heading to lunch with everyone else I was full of emotion. The adrenalin from pushing the M6 pretty hard. The joy showing the group a M6, a car I love, can keep up with lightweights in the twisties if you know how to use it. The achievement of ticking another item off the bucket list. The gratitude of being afforded the opportunity. The fortune of being chosen by BMW. Truly a day that I will remember with the utmost fondness for the rest of my life. Thank you BMW Melbourne, and BMW Australia. Oh, and we each got a helmet to keep.

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# Q1 Group BMW Drivers Cup 2016 - E30 Racing

| Competitor | Car # | Rnd 1 | Rnd 2 | Rnd 3 | Rnd 4 | Rnd 5 | Rnd 6 | Rnd 7 | Dropped round | Total | Pos. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Sean Bell | 1/100 | 20 | 15 | 22 | 25 | 25 | 22 | 22 | 2 | 138 | 1 |
| Geoff Bowles | 24 | 25 | 22 | 25 | 20 | 18 | 20 | | 7 | 130 | 2 |
| Brian Bourke | 27 | 16 | 20 | 20 | 13 | 22 | 18 | 20 | 4 | 116 | 3 |
| Glenn Potter | 66 | 20 | 18 | 18 | 16 | 12 | | 25 | 6 | 109 | 4 |
| Chris Bell | 29 | 22 | | | 22 | 15 | | 15 | 2 | 74 | 5 |
| Michael Holdcroft | 6/19 | | | | 18 | | 25 | 18 | 1 | 61 | 6 |
| Andrew Larkin | 95 | 15 | | 15 | 16 | 9 | | | 2 | 55 | 7 |
| Jess Bell | 30 | 14 | | | 14 | 13 | | | 2 | 41 | 8 |
| Rodney Potter | 88 | 13 | | | | | | 14 | 2 | 27 | 9 |
| Simon Mitchell | 99 | | | | 11 | | | 16 | 1 | 11 | 9 |
| Mark Gorgovski | 87 | 12 | | | 12 | | | | 2 | 24 | 11 |
| Tim Freeman | 78 | | | | | 10 | | 13 | 1 | 23 | 12 |
| Rory Plant | 25 | | | | | 10 | | 12 | 1 | 22 | 13 |
| Cruz Cody | 39 | | | | | 20 | | | | 20 | 14 |
| Jim West | 68 | 10 | | | | 9 | | | | 19 | 15 |
| George Clarke | 33 | | | 18 | | | | | | 18 | 16 |
| Brad Rodwell | 39 | | | | | | 16 | | | 16 | 17 |
| Donovan Mollenhagen | 88 | | | | | 16 | | | | 16 | 17 |
| Steve Sezis | 8 | | | | | 14 | | | | 14 | 19 |
| Michael Whitford | 62 | 11 | | | | | | | | 11 | 20 |
| Paul Kertes | 42 | | | | 11 | | | | | 11 | 20 |
| Peter Gluskie | 26 | | | | | 11 | | | | 11 | 20 |

*Points given following penalty are marked in red*

# Pelican Parts Constructors Championship 2016

| Team | Rnd 1 | Rnd 2 | Rnd 3 | Rnd 4 | Rnd 5 | Rnd 6 | Rnd 7 | Total | Pos. |
|---|---|---|---|---|---|---|---|---|---|
| Bell Motorsport | 26 | 14 | 12 | 19 | 18 | 17 | 17 | 123 | 1 |
| Northern BM | 24 | 12 | 13 | 6 | 13 | 15 | - | 83 | 2 |
| Macedon Race Engineering | 19 | 7 | 6 | 7 | 11 | - | 28 | 78 | 3 |
| Gorgs Racing | 5 | 10 | 11 | 4 | 16 | 13 | 11 | 70 | 4 |
| Road & Track Racing | - | - | - | 7 | - | 21 | 9 | 37 | 5 |
| EWR Motorsport | - | - | - | - | 12 | 9 | - | 21 | 6 |

# Welcome all our new BMWCCV members

| | | |
|---|---|---|
| Con Tsonis | 435m | |
| Christopher Morgan | E30 323i | |
| James Richards | | |
| & Shivaun Dewhurst | E30 | |
| Woo Jin (Les) Kim | E30 325i Conv | |
| David & Robyn Read | E30 325i Conv | |
| Lily Hua | 2002 | 1971 |
| Nicholas Alagona | 318i E30 | |
| Mert & Mehmet Tetik | E46 M3 | 2004 |
| | E46 330ci Conv | 2004 |
| Glenn Smith | | |
| & Melissa Shaw | M3 Comp | 2016 |
| Lorenzo Maimone | F80 M3 | 2016 |
| David Filice | M4 | 2016 |
| Vince Cuteri | M3 | 2016 |
| Shane Jaconson | M2 | 2016 |
| Glenn Maynard | M4 | 2016 |
| Radi Ho | M4 | 2016 |
| Andrew Ingersole | X5M | 2016 |
| Lloyd Jewell | M3 | 2016 |
| Mark Stokes | M3 | 2016 |
| Craig Rooney | M3 | 2016 |
| Xenia Titar | M2 | 2016 |
| Sam O'Neil | 326i Conv | 1989 |
| David James | 3.00csl | 1972 |
| James Brisloin | 635csi | |
| Levi Del Fierro | E30 320i | |
| | E36 323i | |
| Gerry Richardson | Z4 Roasster | 2008 |
| Tony Narkowicz | | |
| & Andrew Darcy | 635csi | 1986 |
| James Stoney | M3 | 2016 |
| Casey Tan | F80 M3 | 2016 |
| Albert Cenusa | X5M | 2016 |

| | | |
|---|---|---|
| Samuel Sun | M4 F82 | 2016 |
| Ugur Joe Nihat | M3 | 2016 |
| Kursti Dunn | M3 | 2016 |
| Xaio Zhu Cui | X6M | 2016 |
| Damon Jeffery | M4 | 2016 |
| Nick Perkins | X5M | 2016 |
| Alex Purwanto | M3 | 2016 |
| Jamie Erdogan | M4 | 2016 |
| Christian Smith | M3 | 2016 |
| Dr James Koziol | M4 | 2016 |
| James Allen | E28 M535i | |
| Robert & Joshua Piovesan | 535i | 2015 |
| | 540i | 2000 |
| | 318i | 1998 |
| Jacob Landorf | E30 218i | 1990 |
| Ka-Man Chan | M3 E93 | |
| Ricky Singh | 325i | 1987 |
| Julie DiPietro | 428i Conv | |
| Alexandra Vucetic | E30 318i | 1990 |
| Kerry Webster | csi | 1973 |
| Adrian Letty | E30 323i Coupe | 1985 |
| Jian Min Chan | 2002tii | |
| Warren & Rachael Gould | E92 M3 | 2011 |
| Oliver Puttick | E30 325i M-Tech 1 | |
| Peter Coulson | M4 | 2016 |
| Peter Berg | M3 | 2016 |

# 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:
Adrian Caretti (Sales)
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:
Bobak Samicar (Sales)
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.
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### 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
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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
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### 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
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Mobile: 0418 730 676
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Email: admin@charliebattisti.com.au | www.charliebattisti.com.au