

# TOPMarque

2018 Issue 152



**BMW club**

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**BMW Car Club  
Victoria**





# ***THANK YOU***



We would like to take this opportunity to thank the BMW Car Club of Victoria members who attended our very special SBM Open Night on Monday, 5 March 2018.

The relationships we have built over the years are a major part of what makes us today and we simply could not be where we are now without your support.

We would also like to thank all of our suppliers and partners including Castrol, HSY Auto Parts & ATE Australia, Brighton BMW, BMW Australia and BMW Team SRM who all helped us create what was a truly memorable night.

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# From the President

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We've had a great start to the year with a large number of well attended events. The summer season of car shows is always busy and I've enjoyed chatting with a lot of members who have brought their cars to one or more of these shows. We've had a great variety of cars attracting many favourable comments and a pleasing number of new cars and/or new members.

The season highlight was the Royal Children's Hospital fund raiser on Good Friday which attracted 52 cars, some from other marques, and a lot of passing foot/bike traffic.

Whilst the car shows have enjoyed mainly acceptable weather, the opposite was true for the first motor sport event of the year at Haunted Hills which was still greatly enjoyed. A big thank you to all those who took part in these events, helped organised them or lent a hand on the day.

Things will be more indoors as we move into winter, but look out for the German Auto Day in August on St Kilda Road and motorsport at Winton.

BMW Clubs Australia – the umbrella group for all BMW clubs in Australia and our conduit to both BMW Australia and BMW in Munich – have been working to revive the scheme whereby purchasers of brand new M-Cars get a free one year club membership. That scheme is back in action, and our club is the recipient of the first membership in the new scheme. The Clubs Australia web site (<http://www.bmwclubsaustralia.org.au>) has been totally rebuilt and is going to be a lot more dynamic once all the processes are in place.

And I am very pleased to report that we are building a close relationship with BMW Australia, as witnessed by them sending the latest addition to their heritage fleet – a E34 M5 – along to the Good Friday display. Much appreciated.

LAWRENCE GLYNN

## BMW Quiz

Just for a little something different, test your BMW knowledge on the quiz below. Answers to follow later in the magazine, but no peeking!!

1. What does the abbreviation BMW stand for?
2. Does the white colour on the BMW roundel represent a spinning propeller against a blue sky?
3. What is the BMW 'Friend of the Marque' Award?
4. What is the 'Prof. Dr. Gerhard Knöchlein BMW Mobile Tradition Award'?
5. Who is BMWCCV's only 'Friend of the Marque'?
6. Who is BMWCCV's only 'Knochlein Award' holder?
7. What does JPS stand for and what colour is a JPS?
8. When was the BMW roundel trademark first registered?
9. What is BMWCA?
10. Can you quote three common slang meanings for the BMW acronym?

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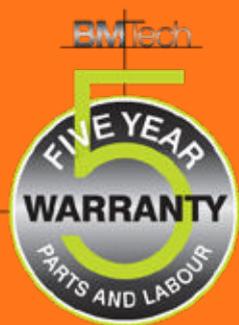


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# What's On

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Date	Event	Location
<b>2018</b>		
09 - 11 June	Queens Birthday Weekend Trip	Port Fairy
23 June	Founders Dinner	Kooyong Tennis Club
30 June	Sprint Round 2 (AROCA)	Phillip Island
21/22 July	Sprint Round 3/4	Winton Motor Raceway
4 August	Jindervick Cruise	
18/19 August	E30 Racing	Phillip Island
26 August	German Auto Fest	TBA
1 September	Sprint Round 5 (AROCA)	Sandown
7 October	Come & Try Day	Winton Motor Raceway
12-14 October	AROCA 12 Hour	Winton Motor Raceway
21/22 October	E30 Racing Enduro	Winton Motor Raceway
2-7 November	Melbourne Cup Weekend Away	TBA
9-11 November	Sandown Historics	
<i>Keep your eye on the calendar at <a href="http://bmwccv.com.au/calendar">bmwccv.com.au/calendar</a> for more events!</i>		
<b>2019</b>	<b>SAVE THE DATES &amp; STAY TUNED!</b>	
19 - 22 April (Easter)	BMW Car Club Nationals	Melbourne

**Please refer to [www.bmwccv.com.au](http://www.bmwccv.com.au) for further event information and registration.**

**Registration for all of our events is essential (unless otherwise stated),  
Please ensure that you register for any event you wish to attend.**

*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](mailto:events@bmwccv.com.au).*

# A Thank You From The Heart

Written by Jess Bell



Many many years ago, from before I can even remember myself, the BMW Car Club of Victoria came into my life. I still remember when I first laid eyes on Dad's first E30. "What's a BMW?" I thought. I'm pretty sure I even asked my brother Chris all about it. Back then I was very young, but my understanding, after always watching the V8 Supercars that Ford and Holden were the only cars that existed. I was shocked.

I used to love sitting in the back of Dad's E30, drawing pictures in the fleece seat covers. They were so soft and they certainly entertained me on long drives. I guess you could say this is where my love of BMWs truly started.. I didn't know what it was, but I thought it was a pretty cool car. However, I do admit, it wasn't always a love relationship with cars. As a young girl growing up, it was very much a love hate relationship for so many reasons.

I remember watching Dad do many different events and getting so excited every year that the Dutton Rally came to town, because I'd get to tell all my friends that Dad was coming to town in his race car. That's right, my dad had a race car! No one had a Dad who had a race car.

As we got older, my brothers and I started attending motorsport and driver training events to help, watch and learn.

I used to stand by the side of the track watching Dad and my brothers, too shy and terrified to speak my want to get out there, but so keen inside to have a go myself.

Fast forward a handful of years and I began to drive too, that's when the passion really kicked in. I remember the day I learnt to drive in Dad's turbo E30 in the car park at Winton with Chris by my side. We were put into cars as soon as we were tall enough to reach the pedals and see over the steering wheel.

Motorsport then led me to my other love, photography. I remember the first time I picked up a camera trackside. We were at Winton when Dad was racing once. Before he went out for one of his races, he handed me his camera and encouraged me to go and take photos. From there every time I was trackside I was handed a camera. I got into all photography related classes at school and in 2010, Dad bought me my first SLR and we decided on a name for my photography hobby business "Imajess Photography", pronounced "image-ess photography". The rest, as they say, is history.

That year I also got my first BMW - a hennarot 323i coupe. It was such a cool car, my absolute pride and joy.. until a year later it was in an accident.

Fast forward again to 2013, I had set my eyes on an E30 Touring. From the moment I laid my eyes on one, I had to have one. There was this one in particular located in Sydney, it was on Car Sales for so much more than I could ever afford. Over the next 6 months I kept watching it go down and then one day I decided it was time. I contacted the owner and talked him down a little more. I went down to the bank and got my first ever loan, withdrew the cash, booked some flights and phoned Dad to tell him to cancel his work for the next day because we were flying to Sydney to bring home my new baby. She still sits happily in my garage, only driven on the odd occasion.

Also during 2013, after having competed in the BMWCCV Sprint Championship (with a championship under my belt), Dad came and told me it was time, the empty E30 shell that had been sitting out the front of the factory for a long time was finally going to become mine. It was time to start building my race car. Tuesday nights became race car nights for our family at our factory, and in February 2014, my whole family came to support me at Phillip Island to get

my race licence. Still one of the greatest days of my life. I then did my first round of E30 Racing at Wakefield Park Raceway alongside Chris and my other brother, Sean. What a proud, special moment. I've never been so nervous in my life!

My most favourite moment in motorsport came last year. In the first round of the E30 Racing championship at Winton, I finished second behind Sean. I didn't realise I was on my final lap until I came down the back straight to see chequered flag. Immediately my heart started racing, my mouth dry, adrenalin pumping through my body and fingers tingling, I managed to get by Tim Freeman with 3 corners to go to finish in second. Coming down the front straight I was so happy I burst into tears. Now, as many would know after you go past the chequered flag, you're supposed to back off and do a 'cool down lap'. No, not this time. I had to catch Sean, I had to celebrate with him. I chased him down so we could finish our lap side by side.

I came into the pits to my team waiting for me, I couldn't even get out of the car before arms were thrown around me, still crying my eyes out. The first thing I had to do was call Mum, at first she couldn't work out what was wrong, I was crying, something must be wrong? I told her that I came second and she laughed at me because I was still crying. I still do get emotional thinking about that day. I had always aspired to be as quick and as good as my brothers and Dad, and I finally felt like I was achieving my goals, I was finally on the podium.

I have been on the committee for 5 years now and before that I assisted with motorsport and driver training for a very long time. Over the years, I have played many roles. I have been a driver instructor, check-in lady, flag waver, a scrutineer, a photographer, a clerk of course, amongst many things. I couldn't possibly tell you the number of events I've attended over the years.

I have met so many wonderful people over my life in this club, many of which I now consider my closest friends, if not family. It's safe to say

that without this club, not only my life, but the life of my family would be so very different and it's one I struggle to imagine. I am so grateful for what being part of this club has brought me that no amount of explanation could ever measure. Many of our members have seen me grow up over the past 2+ decades and I have had the pleasure of learning from so many people who I admire so very much.

This long-winded story is a way for me to share my passion with you, to say thank you and to fast forward again, to today.

With tears in my eyes, I want to thank each and every single person who has supported me in my role as Editor on the committee, who have shown great interest me, who have always been up for a chat along the way, who have interest in hearing about my racing, study and work and all that my life is away from the club. Thank you to the advertisers, who have supported and continue to support the club and myself, who have been so brilliant to work with. It has been an absolute pleasure. My part in this club has not been just a membership, a role, a hobby for me. It has been my life and I am so grateful for the opportunity to be Editor of this magazine.

You may or may not know by now, this is my final Top Marque magazine. I have thoroughly enjoyed reading your articles, working with you all and creating something for you all to read every couple of months. I thank you all for your kind words that I so often receive, because this was a decision not made lightly, in fact it breaks my heart in two. I have been agonising over this decision for some time now because of my love for this club and this magazine. It is so difficult to step back from something that is so ingrained in my life, because as you can see, the club and all that it has brought me has been my whole life.

I look forward to my next chapter and seeing you all on the other side in the future, but for now it's time to take a break.

Until next time.





*Good Friday Appeal Display in Photos*



# BMWCCV 2017 Club Member of the Year

Written by Peter Williams

I was very pleasantly astonished to receive the Club Member of the Year award for 2017.

I just enjoyed myself joining in events and was happy to organize one or two. I gather you receive points towards the award for each day of events you attend and extra points if you're organizing the event.

On that basis, a key event for the award was the 5-day road trip that I organized to Brisbane for the Nationals in April. Not many people could join the event, but those who did enjoyed a varied trip mixing some great roads with excellent scenery and an impromptu visit to the new motor museum in Gosford. I greatly appreciated Lawrence's help in organizing the accommodation for the overnight stops.

I also planned the route for Christmas in July and joined in one or two day trips. I always enjoy Tony Whelan's excellently-organized events and the Queen's Birthday weekend trip to the Grampians was no exception.

And, of course, I went along to the monthly club

meetings when I could make it.

Looking back I realize I had some health issue or other on several of the drives – nothing serious, as it turned out, but concerning at the time – so I'm hoping for 100% healthy participation this year!

There are plenty of opportunities to join in events and to organize them, so I encourage you to get involved. They're fun to do and there are plenty of people to help you along the way.



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# Daytona Rolex 24 Hour

Words and photos Ian Branston



**Former Club Canberra President and now 'retired' resident in the USA gives us his perspective of his first ever visit to this iconic race track in Florida with fellow members of the BMW Car Club of America.**

One hell of a way to kick off a race season but they do lots of weird stuff in the States - they even drive on the wrong side of the road!

Whilst I had driven passed Daytona a few times on my way to Miami or Orlando this was my first time at the actual track. It's "YUGE"! From the track itself (with 36 degree banking) to the massive stadium to the vast infield it was a daunting place.

For the last few years the BMW Car Club of America has had a car corral and hospitality area in conjunction and with support from BMW North America. Numbers are limited to 50 cars and 100 guests and the food and full bar make for pleasant viewing conditions. The suite itself is just behind the BMW Team RLL and Turner Motorsport pits and connected to an elevated walkway and viewing area which overlooks part of the pit row and pit exit. Great views. It's also a short walk to the infield track as well as all the garage areas for the teams.

So what were my impressions?

*"... don't let anyone tell you retirement is boring."*

Given this is top tier motor racing, I really enjoyed the access to the garages, teams and drivers. Admittedly some of this access came with being there as part of the club but without exception the BMW drivers were all willing to chat with us mere mortals and pose for the inevitable "selfie". Watching the teams work their magic in the garages always amazes me and getting up close and personal added to the overall experience.

Part of that Motorsport experience stems from hearing these machines make noise and with no noise restrictions they did that by the truckload. The sound of these cars hammering flat out around the banking and working up and down through the gears in the tricky infield was phenomenal. No matter if it was a grunty Cadillac or Mercedes or a screaming Ferrari. And the M6 sounded as good as anything out there. Different manufacturers and race classes made for a variety of sounds, speeds and driving techniques. The closing and cornering speed of the prototypes made life difficult for the GT drivers who spent much of their time watching

mirrors. It also meant in the damp conditions there were several "racing incidents".

In the scheme of things I had a memorable weekend in terms of catching up with other club members and some of the BMW personnel I have seen over the years. Of course watching and hearing the cars was also great but during a 24 hour race, after a while the cars almost fade into the background. Almost. Or maybe that was the open bar??

But the highlight for me had to be seeing history in the making with the running of the Baldessari Art Car. I must admit it's not my favourite but unlike some Art Cars in the past, this car was running after 24 hours, albeit not as "FAST" as the competition. However, I was there and I saw

an Art Car race for real. Bill Auberlen expressed it perfectly when he said "How cool is this? I get to race an Art Car and my name will be on the side of a car that will be part of BMW's history. That is so cool." It certainly was. Pity the weather was cool as well.

I hope to see the cars again at the final round in October at Road Atlanta, just an hour or so down the road. But before that we have the club gatherings of O'fest week in New Orleans in July and Legends of the Autobahn and Festorics in Monterey in August. Maybe my next article will look back at these events last year. That was special.

And don't let anyone tell you retirement is boring.



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# Strong showing from BMW M6 GT3 teams at the Bathurst 12 Hour goes unrewarded – New BMW M4 GT4 wins on its Australian debut

BMW PRESS CLUB



BMW M6 GT3 teams produced an impressive performance in the 12-hour race at the iconic “Mount Panorama Circuit” in Bathurst (AUS), but their efforts went unrewarded. BMW Team SRM, with BMW DTM drivers Timo Glock and Philipp Eng sharing the cockpit of the number 100 BMW M6 GT3 with team principal Steve Richards, eventually finished ninth. The number 43 BMW M6 GT3, run by BMW Team Schnitzer and driven by BMW

DTM drivers Marco Wittmann and Augusto Farfus, together with Chaz Mostert, was forced to retire following a collision whilst challenging for a spot on the podium. The race was brought to a close 12 minutes ahead of schedule, due to a big crash.

The 12-hour classic got off to a brilliant start: Mostert started from pole position in the number 43 BMW M6 GT3 and began to open up a lead at



the front of the field. A host of safety car periods then meant that he and his team-mates were unable to take advantage of the morning's good conditions for the BMW M6 GT3. As the race progressed, the trio dropped back through the field, however, they did manage to regain some positions in the closing stages, and set their sights on the podium again. Then, after nine and a half hours, came the retirement for Mostert, Wittmann and Farfus. Running fourth at the time, Mostert, embroiled in a battle for position with several other cars, was involved in a collision. While he was able to return to the pits, the car was too seriously damaged to continue.

The trio in the BMW Team SRM car produced an impressive fightback in the race. A disqualification meant that the number 100 BMW M6 GT3 had to start from 49th and last place on Saturday.

Despite that, Glock, Richards and Eng soon worked their way into the leading group. A brake issue then cost the trio time in the closing stages, and they eventually came home ninth.

The new BMW M4 GT4 won the GT4 class on its Australian debut. The Boat Works Racing team claimed victory in the class from pole position. The number 30 BMW M4 GT4 was driven by Tony Longhurst, Matt Brabham and Aaron Seton. The number 13 BMW M4 GT4, run by the RHC Lawrence/Strom team and driven by Daren Jorgensen, Cameron Lawrence, Brett Strom and Kuno Wittmer, was fourth. They were followed over the line in fifth place by the number 44 BMW M4 GT4 of BMW Team SRM, in which the three Australians, Dean Grant, Xavier West and Cameron Hill, alternated at the wheel.

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# BMW Connected Drive: Map updates and more

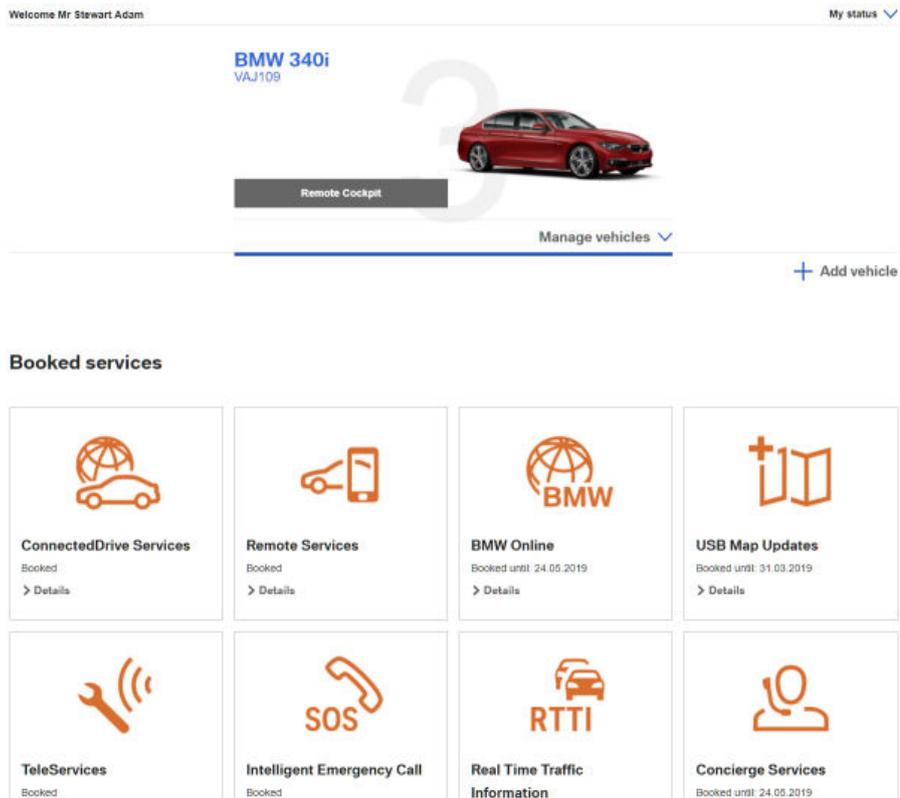
Written by Stewart Adam

Before you head off to this BMW resource for late model BMWs, have your full VIN and rego number ready together with your email address and favourite password to create your connection – if it isn't already set up by the dealer. Hopefully, you can use any changed (e.g., personal) number plate, but you may need to have the selling dealer do that as sometimes it can take a little time after purchase.

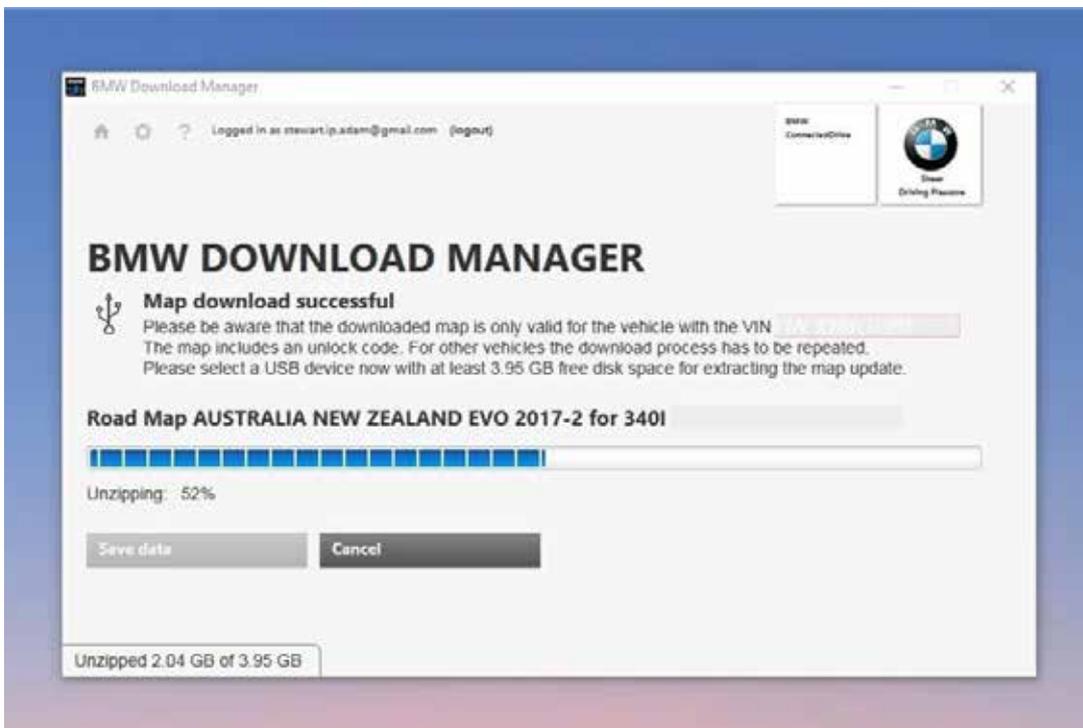


Once you have logged in, you will see a good deal of information set up as tiles ... but if you want to update your Maps, go to HOME and then click on USB Map Update Details at the bottom tile on the page (see next image). Then choose Manual map update. You will need a formatted 32Gb USB stick in your computer for this, as the system will download an executable file for Windows or Mac. Download the executable file, making sure you have the 32Gb memory stick in a USB port on your computer.

Run the executable file 'BMWDownloadManager-windows32-offline.exe'. You will be asked to login in again when you run that executable, and all going well you can select your vehicle and the compressed Map will start to download. It will automatically ask you where to decompress the downloaded file, and you will nominate the drive (e.g., F:) which houses your 32Gb USB stick.



When downloading and then unpacking to your USB stick, it will look like the image below as it proceeds.



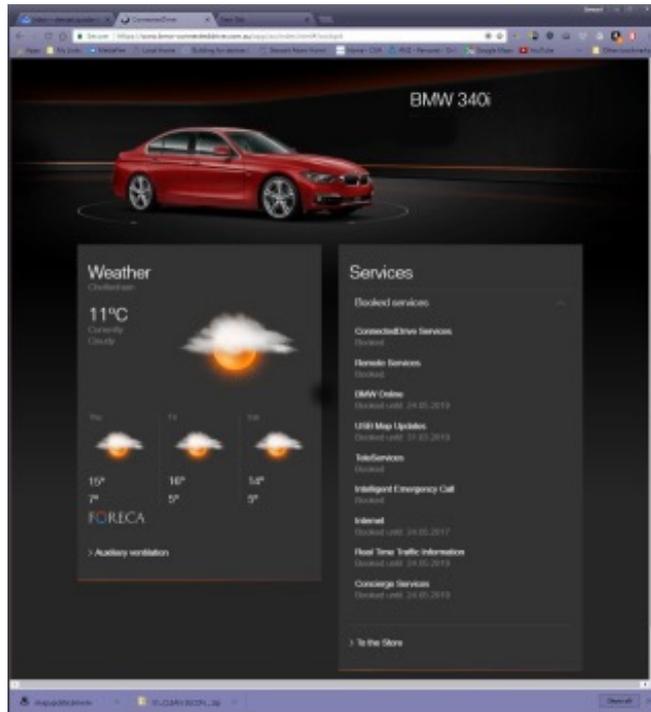
When the maps file is unpacked, simply eject the USB stick, take it to your car and insert it in the main USB port. Mine is in the centre console. Press the START/STOP button with no foot on the brake, and the car will automatically take over and update the maps to the iDrive system.

Make note if you have a NBT iDrive system, as the maps are different for the older CIC system - this info is important if you later want to use Carly for BMW to make any changes to such aspects as Stop/Start (turning it OFF in Comfort and other modes or controlling a twin exhaust valve on some BMWs) for example.

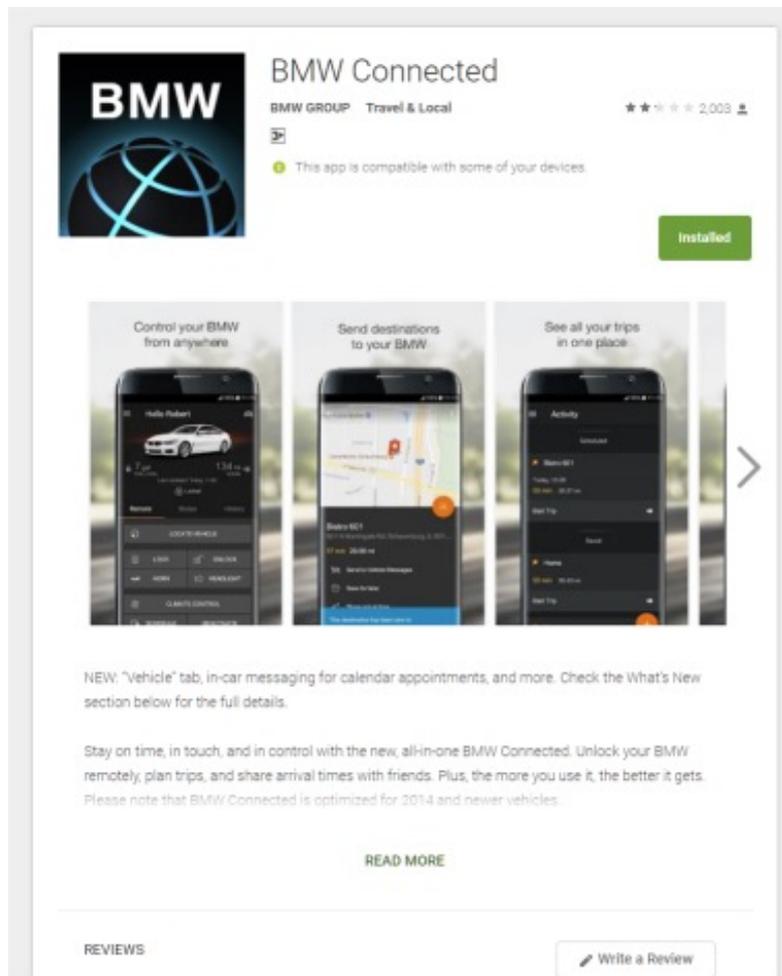
## BMW Connected for Android and iPhone

You may also want to download the Android or iPhone App BMW (see image below).

This video explains the benefits: [https://youtu.be/\\_r-bf9wqQxs](https://youtu.be/_r-bf9wqQxs)



You need the same Login info as the already computer accessed Connected Drive for the app before you set a four digit code. Make sure you get the correct app, which looks like the one shown in the image below as older apps still exist in online stores.





# BMW M4 CS

Vehicle courtesy of South Yarra BMW

Photographed by Leigh Kelly | **MINAMI MEDIA + PRODUCTION**



# Bye Bye BMW 3 Series: After 35 years, the BMW 3 Series Sedan rolls off the production line at BMW Group Plant Rosslyn for the last time

BMW PRESS CLUB



*"We look back with great pride over an extraordinary career path of the production at Plant Rosslyn"*

After 35 years, the last BMW 3 Series Sedan rolled off the production line today at BMW Group Plant Rosslyn in Pretoria. The plant has produced a total of 1,191,604 units and five generations of the BMW 3 Series. One in four BMW 3 Series Sedans of the current generation come from BMW Group Plant Rosslyn.

"We look back with great pride over an extraordinary career path of the production at Plant Rosslyn. Over the years, the development of our production and export programme has been the catalyst for our sustainable growth and contribution to the South African economy," says

Tim Abbott, Chief Executive Officer (CEO) of BMW Group South Africa.

In the next few months, Plant Rosslyn will launch the production of the BMW X3. In the future, the BMW 3 Series Sedan will also be manufactured at the new BMW Group plant in San Luis Potosí, Mexico.

## **Bidding farewell to the BMW 3 Series at BMW Group Plant Rosslyn**

One of the key milestones of the BMW 3 Series has been the success in founding the segment of the modern sports sedan, establishing itself as the embodiment of driving pleasure in its segment and becoming the world's top-selling premium car. The enthusiasm for this model series was also shared by the production staff who expressed their passion for these cars by giving them legendary nicknames. Each generation of the BMW 3 Series produced at Plant Rosslyn had its own nickname: the third generation, for instance, was called "Dolphin" for its elegant contours. Limited edition models of



the BMW 3 Series, such as the BMW 333i and 325iS, also emerged from the plant.

In June 2015, BMW Plant Rosslyn was awarded the Platinum Plant Quality Award in the J.D. Power 2015 Initial Quality Study (IQS). This award made Plant Rosslyn the best plant in the world in the Initial Quality Study 2015.

### **BMW X3 instead of BMW 3 Series**

With the production of the new BMW X3 in the coming months, a new era will begin at Plant Rosslyn. In November 2015, BMW Group South Africa reaffirmed its long term commitment to South Africa by announcing that it will invest a total of R6 billion at Plant Rosslyn. The investment

– one of the biggest in the local automotive industry – has enabled Plant Rosslyn to get ready to produce the new BMW X3. In October 2017, an additional R160 million was invested into the Rosslyn manufacturing facility to enhance production line speed.

Stefan Hülsenberg, Director of BMW Plant Rosslyn, explains: “The enhancement has raised the maximum production capacity to 76 000 units, leaving the plant with excellent potential in the future to produce the highest volume ever in its 45-year history. Plans to create a center of production excellence at our plant are well under way with the largest infrastructure upgrade in the history of the facility now completed and staff upskilled in state-of-the-art technologies.”



# March Snowy Mountains Trip

Written by Peter Williams



*"... we enjoyed stunning weather, great scenery, some of Australia's best driving roads and really good company."*

For 5 days at the start of March, 5 BMWs and 5 MINIs toured the twisting roads and spectacular scenery of Victoria's part of the Snowy Mountains, on a joint trip of BMWCCV and clubMINI Victoria. From BMWCCV were Greg Bennett, Joy Ford & Brian Easton, Allan & Jill Garrard, Gary & Di Grenda, Daniel Moscon, and me, the organiser.

After a cruise to Bairnsdale and along the Great Alpine Road, we admired the spectacular scenery from Mt Hotham, then plunged down the long, tightly twisting road to Harrierville. We then cruised to Bright which was our base for the trip. Half of us shared a spacious house, which would have been rather luxurious when built in the 1980s, while the rest arranged their own accommodation around Bright.

The second day, Saturday, we set off over Tawonga gap, stopping at the excellent lookout over Mt Beauty and the Kiewa Valley with Victoria's tallest mountain, Mt Bogong, in the background. Then followed a leisurely couple of hours in Mt Beauty with cafés and a local market. Following that we enjoyed the twisty road up to Falls Creek and back, stopping for a lengthy bushwalk to a waterfall and at the small dam and rivers of Bogong Village. On a local recommendation, dinner was at a historic hotel

dating back to 1854, at Ovens.

Mt Buffalo beckoned on Sunday morning, at the end of another outstanding mountain road. With the trip's clear sunny weather, Mt Koszciusko was visible 160km distant from Mt Buffalo. After a restful afternoon in Bright, we took a late afternoon drive to Lake Buffalo for a barbecue in idyllic surroundings.

By Monday morning some of the group had to head home. The rest of us took on the longest drive of the trip, starting with a return to Mount Hotham. This time the fog was drifting over the mountain, adding to the glorious scenery. After a cruise to Omeo, we headed up 100km of tight, twisting road along broad gorges, through narrow valleys and over high mountain ridges, to the village of Mitta Mitta. We stopped to eat at the historic hotel there – clearly a regular lunchtime destination for people touring from far and wide, with good food and an outdoor area overlooking the small river and parkland. From there we cruised up to Lake Hume and back through the Kiewa Valley to Bright, finishing the day with a leisurely dinner at the well-known Bright Brewery overlooking the Ovens River.

Tuesday was devoted to a leisurely return trip. The lunch stop was the Whitfield hotel – another local recommendation – and being in a wine district the menu was restaurant rather than pub (eg quail entrée). We enjoyed the excellent road over the mountain to Mansfield, and wrapped up the trip with afternoon tea at Yea in a café and art gallery set in a historic store dating back to 1887.

Overall, we enjoyed stunning weather, great scenery, some of Australia's best driving roads and really good company.



*Grand Prix Display in Photos*



# Phillip Island Classics

Written by Lawrence Glynn

The Phillip Island Classic Festival of Motorsport has been a firm favourite on the club calendar for many years, and no less so this year.

There is a certain simplicity in historic racing which, despite the value of some of the cars, is still pretty cut and thrust. There is an eclectic mix of vehicles which fit no particular category taking part in the well subscribed Regularity events as well as the revived categories from yesteryear, such as the mighty F5000 cars. It is worth the trip for the noise alone!

Add in the idyllic location and scenery of Phillip Island and the reason for the popularity is self-evident.

If that is not enough there are car clubs such as ours with displays of member's cars to look at as well as some slightly more special vehicles and

trade shows in the exhibition space ("the shed"). By paying extra one has the chance to park on the main straight outside the exhibition hall and take part in a parade lap around the track before the action starts.

The racing this year was slightly diluted as the Group C/Group A cars were not on the programme, so no JPS Team BMW cars. They will be back next year I'm told. But there were some 2002 to cheer on in another category.

We mustered 17 cars in total, including BMW Australia's E46 M3 CSL from their heritage collection, proudly displaying its carbon fibre cold air box system.

A brilliant day out with some good racing and great conversations.



# Australian GT Championship: BMW Team SRM celebrates podium

BMW PRESS CLUB



Whether in the DTM, the FIA World Endurance Championship, the IMSA WeatherTech SportsCar Championship, or countless other championships: Week after week BMW teams and drivers around the world do battle for points, victories and titles.

Made-to-measure season opener for the BMW M6 GT3 and BMW Team SRM: At the first race in the Australian Endurance Championship at Bend Motorsport Park, team principal Steve Richards and Michael Almond finished in a superb third place. The duo battled their way through the field from sixth on the grid over the 78 laps, finishing only about ten seconds behind the winners.



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MELBOURNE'S TOP BMW SPECIALIST

# Cars & Coffee

14 January 2018

Written by Jo Mawson



Our first meeting of the year started off looking a little damp but soon clear up to be an amazing morning.

Thank you to Christopher George for hosting this event at Flavours Patisserie in Black Rock.

We arrived early at 8.30am and parked Jess Bells little green E30 race car, and we were soon followed by a swam of wonderful little e30 BMWs in all styles, colours and years.

It was amazing to see all these cars there on the day and so many new members and prospective new members. It was lovely to see families there

enjoying the cars and coffee morning too.

Christopher and his staff worked flat out with a constant cue of members ordering up big for coffee and yummy treats.

We were also spoilt with a wide array of BMW's as well which made interesting viewing.

Many members of the public came by admiring our little beauties and I could see by all the happy faces there on the day, this was a successful event.

Thank you to all who attended, and I look forward to our next Coffee & Cars morning.



# Bimmerfest 2017

Words and photos by Ian Branston



If ever there was an event to epitomise American car culture and a passion for the product of the Bavarian car maker, then this has to be it.

Estimates vary, but between 5,000 and 8,000 (you read that right) BMWs graced the sprawling car park at the 2 mile oval track at Fontana Speedway in Southern California on a hot and dry mid-June weekend. Added to this spectacle, was a seemingly endless, loud and colourful vendor alley — you get the picture. The vendor support is clearly justified given there was barely a un-modded car to be seen. Wheels, paint jobs, vinyl wraps, tuned and turbo engines, exhausts, coil overs and bagged suspension - they were all there in abundance. Or sometimes on one car!!

To add to the spectacle, the BMW Car Club of America - in addition to its merchandise tent - conducted a round of their Club Racing Series and a two day auto cross.

There was a dominant demographic of BMW

enthusiast at this annual event: young, cashed up and dressed in black with plenty of skin ink. How people did not melt was beyond me. Perhaps it was all the Red Bull, Monster and hot dogs that saved them.

Sunday saw a slightly older crowd as evidenced by numerous strollers. It was great to see the pleasure this young crowd derived from their interest in BMWs. Perhaps this event is not for the traditional type of classic BMW owner, but the folks in this crowd will become the BMW custodians of the future. And when we parked a stock standard gleaming Z8 in front of the club tent, they knew quality when they saw it.

But just take a moment to let this sink in. This crowd is the future of BMW clubs. And while pondering that point, have another sip of your favourite energy drink.

No more Chardonnay? That's almost blasphemous.



# The BMW Concept M8 Gran Coupe showcases a new interpretation of luxury for the BMW brand

BMW PRESS CLUB



The BMW Concept M8 Gran Coupe illustrates the meaning behind the letter “M” at BMW in impressive style: it stands for “more”, more of everything. As well as dynamic excellence, the BMW Concept M8 Gran Coupe embodies a new facet of luxury for the BMW brand – ultra-sporty, extrovert and polarising.

“The BMW 8 Series will take over as the new flagship model of the BMW line-up and, as such, combines unsurpassed sportiness and elegance,” says Adrian van Hooydonk, Senior Vice President BMW Group Design. “The BMW Concept M8 Gran Coupe offers a look ahead to the most exotic and alluring variant of the new BMW 8 Series.”

## **Symbol of a unique understanding of luxury.**

The BMW Concept M8 Gran Coupe is more than simply a luxury sports car with four doors. It symbolises a new and unique understanding of

luxury. “The BMW Concept M8 Gran Coupe is designed to stir things up, to polarise – it should move you emotionally,” explains Domagoj Dukec, Vice President Design BMW M and BMW i. “With this car we want to reach people who are looking for something special and who want to stand out from the crowd. Here, BMW M is unmistakably taking luxury out of its comfort zone.” Like the BMW Concept 8 Series before it, the BMW Concept M8 Gran Coupe shows off BMW’s new design language, headlined by expressive surfacing that accentuates the car’s dynamism more vividly than before through its bodywork. A small number of precise character lines underline the graphic arrangement of the surfaces.

## **The front end: a promise of dynamic talent to quicken the pulse.**

Low to the road and broad in stance, the eye-catching front end of the BMW Concept M8 Gran Coupe delivers an immediate promise of an exceptional performance experience. The

muscular surfaces and precise contours of the bonnet hint at the driving capability bubbling intently under the skin.

The face of the new BMW 8 Series is evident in the new Concept's front-end graphic. The contours of the radiator grille kidneys broaden as they descend towards the road, emphasizing the car's low centre of gravity. As on early BMW coupes, the kidney elements are linked by an unbroken grille surround, creating a large single element. The headlights are positioned slightly higher than the kidneys and give them the impression of sitting lower, which further emphasizes the car's closeness to the asphalt. In contrast, the gold-coloured kidney surround brings an added air of exclusivity to the front end. Within the headlights, the lighting technology familiar from the M8 GTE endurance racer provides a dynamic, hexagonal interpretation of BMW's signature four-eyed front end, distilling elements of modern-day motor sport and luxurious quality into its inner details. Meanwhile, brawny air intakes in carbon-fibre-reinforced plastic (CFRP) guide the air to where it is required.

#### **The side – elegance meets powerful precision.**

Even when viewed from a distance, the proportions of the BMW Concept M8 Gran Coupe radiate the car's dynamic character. A long wheelbase, long bonnet, flowing roofline and short tail create an elegantly sporty coupe silhouette. The emotionally rich surfacing reaches a climax in the car's shoulders around the C-pillars, north of the rear wheels. Here, the roof flows into the rear by means of elegantly sculpted fins. Lower down, the muscular flared wheel arches offer a visual expression of the power working through the rear axle. The smooth transitions between surfaces exude a certain sensuousness, while the heavy tapering of the car's shoulders combines with a wide track to

bring extra definition and athleticism. Being every inch the BMW M car, the BMW Concept M8 Gran Coupe has a roof made from CFRP – which lowers the car's centre of gravity both visually and physically – and aerodynamically optimised exterior mirrors.

The Salève Vert paint finish, whose colour appears to change from green to greyish blue in different lights, creates a hugely effective surface composition and teams up with the gold-coloured window graphic, hallmark M gills, gold-coloured brakes, wheel rims and M twin exhaust tailpipes to give the car a head-turning, all-new look.

#### **The rear packs an imposing presence.**

The rear of the BMW Concept M8 Gran Coupe oozes the dynamic élan and visual impact for which M is renowned, and the wide track and flared wheel arches hint at the car's performance capability. Horizontal lines break up the rear end stylistically, allowing the area below the rear spoiler to catch more light and adding extra visual agility. At the outer edges, the slim, sculpted rear lights with black glass covers underscore the car's wide stance on the road. Below them, the bumper picks up the front apron's dynamic theme. The prominent diffuser and two sets of familiar M twin exhaust tailpipes together send out a clear message of absolute performance.

#### **Looking ahead.**

The striking exterior of the BMW Concept M8 Gran Coupe combines the core values of BMW M with elegance and luxury to create a new and captivating form, and reveals a new and exciting facet of BMW M. The new model sees the BMW Group looking ahead to the BMW 8 Series Gran Coupe and BMW M8 Gran Coupe, which will be presented during the course of 2019 and round off the BMW 8 Series family.



# The New BMW M2 Coupe Edition Black Shadow

BMW PRESS CLUB

Racing technology and an expressive, high performance-oriented design help the BMW M2 (combined fuel consumption: 8.5 l/100 km; combined CO2 emissions: 199 g/km) achieve its exceptional position within the premium compact segment. The exclusive BMW M2 Coupe Edition Black Shadow emphasises the compact high-powered sports car's performance characteristics with precisely harmonized design features. The edition model will be available from April 2018.

The BMW M2 fascinates with precise handling and compelling forward thrust. The car's 272 kW/370 hp straight six-cylinder engine, classic rear-wheel drive and suspension technology developed and tuned on the basis of many years of motor racing expertise, has aroused worldwide enthusiasm amongst sport drivers. With the optional 7-speed M dual clutch transmission with Drivelogic, the BMW M2 sprints from a standstill to 100 km/h in just 4.3 seconds.

Within a very short time, the BMW M2 has become a best seller, whilst also capturing new target groups. With more than 12,000 units sold

worldwide during its first full production year, the BMW M2 advanced to become BMW M's most successful model in 2017.

The BMW M2 Coupe Edition Black Shadow boasts selected design features that further accentuate the top athlete's powerful appearance. The edition model is exclusively available in the exterior colour Sapphire Black metallic. Furthermore, 19-inch, black matt forged light alloys with a Y-spoke design and mixed tyres impressively underline the compact coupe's looks.

These features are complemented by exterior mirrors in a carbon finish, the decorative grille for the M kidney and trim bars for the side panels in high-gloss black. With a rear diffuser in a carbon finish and black-chrome trims for the typical M double tailpipes, which are likewise integrated on both sides into the rear apron, the BMW M2 Coupe Edition Black Shadow sets additional race-inspired accents.

The BMW M2 Black Edition will be available from April 2018.



# Quiz Answers

1. Bayerische Motoren Werke. Translated to English that's Bavarian Motor Works. Just so you know, Bavaria is actually in Germany!

2. No – this is a myth. It was meant to show the colours of the Free State of Bavaria. The myth evolved because BMW did in fact initially make aeroplane engines.

3. 'Friend of the Marque' is a very prestigious award from the BMW International Council in Germany that recognizes people who have promoted the BMW marque, investing time and great effort in the interest of their beloved brand. There are very few of these awards made each year around the world.

4. This award is in honour of the far-reaching contribution of Professor Dr. Gerhard Knöchlein to the organisation and structure of the international BMW Club scene and thus to the BMW heritage. The Award is conferred on BMW Club members who demonstrate exceptional commitment in optimally preserving historic BMW automobiles and motorcycles and who also enable the public to enjoy these vehicles.

5. Stewart Garmey, Secretary, BMWCCV 2018. Stewart's history with the BMWCCV includes the following:

- 2015 Friend of the Marque
- 2004 - 2014 International Delegate, BCIC
- 2001 Life Member
- 1997 - 2001 President
- 1989 Member 819

6. Doug Read is our Munich recognised Knochlein. He owns a '75 2002tii, and an E24 635CSi. He has always been the "go to" person for information on 2002s. He was for many years the moderator of the 02 Register and has only recently passed that baton on. Not long ago, he sold his lovely "Snowflake" white 2002 and donated the funds to charity!

7. JPS stands for John Player Special and is a distinctive black and gold car. The car became an icon due to the JPS Team BMW, a former Australian motor racing touring car team that ran from 1981-1987.

8. The trademark was registered in 1917, and it featured the letters BMW at the top of the outer ring. The inner featured quadrants in the Bavarian Free State colors of blue and white – but in the opposed order – because it was illegal to use national symbols in a commercial trademark.

BMW Clubs Australia is the National association of BMW Car and Motorcycle Clubs from around Australia, bringing together BMW enthusiasts from all walks of life under the umbrella of our shared interest in the marque.

To facilitate the administration of the club, a National Committee has been formed comprising delegates from the 16 member clubs.

10. BMW = Bavarian Marriage Wrecker  
BMW = Broke My Wallet  
BMW = Beautiful Masterpieces on Wheels  
We're sure you can think of many more..



# 2018 BMWCCV Clubsport Championship

## *Clockwise Short Track*

Car #	Competitor	Vehicle	Class	Best Time	Pos.
4	Simon Lyne	E30R	G	00:41:68	1
11	Peter Caretti	1M	F	00:42;26	2
16	Daniel Dietrich	Skoda Octavia VRS	I	00:42:41	3
19	Jesse Bryan	E30	G	00:42:51	4
42	Paul Kertes	E30R	G	00:42:62	5
555	Walter Buehler	F85 X5M	F	00:43:32	6
20	Blake Kolar	E30	B	00:43:55	7
14	Colin Dietrich	E92 M3	F	00:44:17	8
62	Mike Whitford	E30R	G	00:44:76	9
117	Ellie Clarkin	M325i	B	00:45:33	10
66	Gavin Tindall	BMW 130iM325i	B	00:44:56	11
17	Alex Clarkin	M235i	B	00:45:86	12
53	Richard Garvey	M2	E	00:46:22	13
12	Denham Brook	323i	D	00:46:22	13
15	Jason Pogorelec	E92 M3	E	00:46:85	15
293	Rachael Kertes	E30R	G	00:46:86	16
162	Simon Meens	E30 325i	B	00:47:75	17
8	Ian Round	Z4M	E	00:47:79	18
2	Barry Gidings	1M	E	00:47:94	19
23	Rod Martin	E46 325i	B	00:49:42	20
21	Jim Tucker	E30 323i Coupe	D	00:53:55	21

## *Clockwise Short Track*

Car #	Competitor	Vehicle	Class	Best Time	Pos.
4	Simon Lyne	E30R	G	00:59:81	1
11	Peter Caretti	1M	F	01:01:12	2
16	Daniel Dietrich	Skoda Octavia VRS	I	01:01:72	3
42	Paul Kertes	E30R	G	01:02:40	4
20	Blake Kolar	E30	B	01:02:94	5
19	Jesse Bryan	E30	G	01:03:06	6
555	Walter Buehler	F85 X5M	F	01:03:32	7
53	Richard Garvey	M2	E	01:03:85	8
62	Mike Whitford	E30R	G	01:04:44	9
14	Colin Dietrich	E92 M3	F	01:04:96	10
7	Ernest Fuller	Mitsubishi EVO 6	I	01:06:07	11
66	Gavin Tindall	BMW 130iM325i	B	01:06:41	12
8	Ian Round	Z4M	E	01:06:62	13
12	Denham Brook	323i	D	01:06:68	14
6	Jason Dodd	M30	E	01:07:18	15
51	Simon Leach	E#0R	G	01:07:25	16
293	Rachael Kertes	E30R	G	01:07:38	17
162	Simon Meens	E30 325i	B	01:07:83	18
15	Jason Pogorelec	E92 M3	E	01:08:14	19
17	Alex Clarkin	M235i	B	01:08:53	20
2	Barry Giddings	1M	E	01:09:71	21
23	Rod Martin	E46 325i	B	01:13:21	22
117	Ellie Clarkin	M325i	B	01:14:47	23
21	Jim Tucker	E30 323i Coupe	D	01:16:32	24

# Round 1: Haunted Hills, Hill Climb

## Figure 8 Track

Car #	Competitor	Vehicle	Class	Best Time	Pos.
53	Richard Garvey	M2	E	01:16:78	1
555	Walter Buehler	F85 X5M	F	01:19:11	2
16	Daniel Dietrich	Skoda Octavia VRS	I	01:20:13	3
293	Rachael Kertes	E30R	G	01:20:83	4
11	Peter Caretti	1M	F	01:22:73	5
66	Gavin Tindall	BMW 130iM325i	B	01:23:40	6
14	Colin Dietrich	E92 M3	F	01:24:74	7
42	Paul Kertes	E30R	G	01:25:82	8
4	Simon Lyne	E30R	G	01:26:89	9
2	Barry Giddings	1M	E	01:28:38	10
51	Simon Leach	E#0R	G	01:28:62	11
17	Alex Clarkin	M235i	B	01:29:03	12
7	Ernest Fuller	Mitsubishi EVO 6	I	01:30:02	13
6	Jason Dodd	M30	E	01:30:17	14
62	Mike Whitford	E30R	G	01:30:42	15
8	Ian Round	Z4M	E	01:31:02	16
15	Jason Pogorelec	E92 M3	E	01:33:02	17
20	Blake Kolar	E30	B	01:34:02	18
19	Jesse Bryan	E30	G	01:34:69	19
12	Denham Brook	323i	D	01:36:42	20
18	Allen Saylav	Lotus Elise	I	01:38:97	21
21	Jim Tucker	E30 323i Coupe	D	01:40:46	22
117	Ellie Clarkin	M325i	B	01:40:83	23
23	Rod Martin	E46 325i	B	01:43:49	24
162	Simon Meens	E30 325i	B	01:52:05	25

## E30 Racing: 2018 BMW Drivers Cup

Competitor	Car #	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Drop rnd	Total	Pos.
Chris Bell	29	25	22						47	1
Brian Bourke	27	22	20						42	2
Alex Jory	22	20	14						34	3
Jesse Bryan	9	16	18						34	3
Rodney Potter	88	15	16						31	5
Glenn Potter	66	14	12						26	6
Michael Holdcroft	1	-	25						25	7
Jeremy Payne	43	18	-						18	8
Stan Armstrong	12	-	15						15	9
Jenna Patan	85	13	-						13	10
Rory Plant	25	0	13						13	10
Michael Whitford	62	12	-						12	12



# Welcome to all new members

Robert Forte	M4 Competition	2017
Kit Dawes	E36 328i Conv.	1997
Greg Stout	M2	2016
Hamish McMillan	323i	1985
Rod Martin	325i	2004
George Saleh	E30 318i	1989
Kei Kong	F30 316i	2016
	E30 325i	1988
Hui Chen	E63 M6	2005
Darren Alexander	M320i Conv.	1988
Nev Bellew	325e Cabr.	1986
Paul Janossich	VW GTI Polo	2011
Chris Lane	M2	2017
Adam Davis	318i Rally Project	1985
Rob Cooke	M3	2008
Andrew Orlic	X6	2010
	118d Conv.	2010
Gary Pizzo	323i Coupe	1985
Victor Lao	135i E82	2009
Kenneth Christie	M3	2002
Ken Morrison	318is	1991
Duncan Street	328i Conv.	1990
Robyn & Daniel Orlic	520d M Sport	2012
Tobias Grant	E#0	1989
Agostino Angelo Carideo & Samantha Ballis	732i	1981
Mario Carideo	E30 325e	1985
Sonya Kilkenny	2002	1974
Barry Giddings	1M	2011
	318is	1999
Stuart Clarke	125i M Sport	2016
	X1 25i X Drive	2017
Nick O-Connell	Z Roadster	2010
Sonia Ware	325i	1987
Sugi Rajapakse	320i	1989
Davide Letteri	M2	2016
Sevan Reisman	320ci E46	2003
	528i	1982
Adrian De Mase	325i	1991
	M2	2017
Hao Lin	E93 M3	2013
	E30 318i	1989
Mark & Bev Bartlett	330i M Sport	2018
Mark Shepherdson	125i	2016
Tony Pillans	AC Schnitzer	1998
	420i F32	2014
Ian Vainikka	X5 exec sport	2009
Stephane Molle	E30 320i Conv	1988
Stephen Molnar	335i M Sport	2012
Liam Churton	E36 328i Touring	1995
	E#6 Compact 218ti	1995



Accredited BMW Bodyshop



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[www.europeanautorefinishers.com.au](http://www.europeanautorefinishers.com.au)

# Member Services Directory

## AUTHORISED BMW DEALERS

### MELBOURNE BMW SOUTHBANK

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

### MELBOURNE BMW 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  
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  
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### SMG AUTOMOTIVE PARTS

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

### SOUTHERN BM

1 Sullivan Street,  
MOORABBIN VIC 3189  
Tel: (03) 9555 4049  
Independent BMW Service, BMW  
Performance/Tuning & Classic BMW  
Maintenance  
Contact: Andrew (Service), Jimmy  
(Classic) or Sean (Performance)  
Exclusive member pricing

### 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  
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### PENINSULA BM

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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

### 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

### 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

### CHARLIE BATTISTI & CO

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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.  
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## OTHER SERVICES

### KAOS Custom Bikes

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

### FBI TRAVEL

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

### SUPERCHARGE BATTERIES

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SUNSHINE VIC 3020  
Tel: (03) 9310 1995  
Contact: Roger Harting  
Mobile: 0418 323 786  
30% discount on all batteries across  
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Stores on presentation of club  
membership card.

### TRADELANES GLOBAL SOLUTIONS

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Contact: Stewart Garmey  
Mobile: 0418 730 676  
Special prices for members

### LARRY WHITING

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