

TOPMarque

2018 Issue 154



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From the President



Well what a busy few months it has been. The lovely cruise and Christmas in July Lunch. We have had the Winton Weekend, that included the inter club sprint day with the BMW NSW Drivers Club, and fortunately had nice sunny days both days, a great time was had by both the Victorian and NSW attendees. Members Meetings at Prime Car Care and the Anglers Tavern. Club displays at Mailing Road and the German Auto Show, the latter for which fellow member Keith Olsen won Best BMW on the day in his lovely E9 Turkis Coupe 3.0 csi. As well as a great turn out at the Cars and Coffee morning hosted at Shannons. I have enjoyed catching up and chatting with many members at some of the events and getting your feedback on the club and events.

Apologies for not being at every event with clashes with my family and business commitments.

Speaking of events, we are hosting BMW Clubs Australia Nationals April 19th – 22nd 2019 which Tony Whelan has been busy work on with a team of members. This is Easter next year, so please mark in your diaries now. If you have never been to a Nationals this is a great opportunity to go to one in your home state.

Also we are looking for additional members to assist with the running of events over that weekend, so please let myself or any of the committee know if you are wishing to get involved at any-time over the Nationals weekend. The short version of the Nationals for Easter 2019 is a Meet and Greet in St Kilda on the Friday evening. Saturday is at Sandown with the Sprint Motorsport and the Show n Shine followed by dinner at Luna Park that night. Sunday is a cruise through Yarra Ranges and then the presentation dinner Sunday Night at the MCG. Lastly Monday there is a farewell and stayers get together

As always should you have any ideas, questions or wish to get involved please email or call me via
- president@bmwccv.com.au or 0438 646 150

A handwritten signature in black ink that reads "Matt". The script is fluid and cursive.

See you on the road
Matt

Message from the Editor



Hope you enjoy Edition 154 of the Top Marque Magazine.

To get better acquainted with David Myall and his "beast" make sure you take a look at his story on page 13. There is also a very interesting account of the fantastic weekend of Motorsports held recently at Winton on pages 28 and 29.

Please don't miss out on taking a look at the BMW Corporate package on page 20 announcing the exclusive benefits now available to all Members of the BMW Car Club of Victoria. A limited offer to Club Members from Brighton BMW can also be found on this page. More great reasons to be part of our modern and

progressive Club.

My sincere thanks to all those who contributed stories, articles and information for this Edition. Your responses have been great and please keep those stories coming. If you do not see your story in this Magazine keep your eye out for it in following Editions.

Safe driving everyone.

Liza

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What's On

Date	Event	Location
2018		
Monday, 1 October 2018	Members Meeting	Brighton BMW
Sunday, 7 October 2018	Euroa Show & Shine	Euroa
Fri-Sun, 12-14 October 2018	Motorclassica	Exhibition Buildings
Fri-Sun, 12-14 October 2018	Winton 12 Hour	Winton
Sunday, 14 October 2018	Motorsport Hillclimb	Rob Roy
Thursday, 18 October 2018	Midweek Cruise	Korumburra
Sat-Tues, 3-6 November 2018	Melbourne Cup Weekend	Hepburn Springs
Fri-Sun, 9-11 November 2018	Sandown Historic Car Display	Sandown
Saturday, 24 November 2018	Motorsport Sprints	Sandown
Sunday, 25 November 2018	Geelong Revival Car Display	Geelong
Sunday, 2 December 2018	Christmas Party and Cruise	Galli Winery
<i>BMW Clubs Australia Nationals Hosted by BMW</i>		
Fri-Mon, 19-22 April 2019	Car Club of Victoria	Novotel St Kilda

Please refer to 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.

The BMW Clubs Australia - Nationals 2019 Proudly hosted by BMW Car Club of Victoria.

19th – 22nd April, 2019

Welcome to magnificent Melbourne - home to the 2019 BMW Clubs Australia Nationals.

Introductory presentation can be viewed at <https://www.youtube.com/watch?v=QZAGWPHqMIE>

Held every two years the Nationals is the opportunity for all the BMW Car Clubs in Australia to get together and enjoy a great social programme, a celebration of excellence (a car display and show and shine style competition), motorsport and a fun drive along enjoyable roads to an out of town destination. Further details, including event bookings, will be made available shortly.

The programme includes:

Friday 19th

- Arrive check in Novotel St Kilda
- Casual meet and greet – Novotel St Kilda
- Plenty of secure parking on site with trailer parking available

Saturday 20th

Proudly sponsored by Southern BM

- Sandown Historic Race Track
- Celebration of Excellence (Show n Shine) -race cars welcome

- Coffee N Cars Meet up (for those who do not want to be judged!)
- Super Sprints
- All welcome, bring the family have a coffee and enjoy the day. Great prizes to be won on the day.
- Saturday night fun evening at Luna Park
- Buffet barbecue dinner –
- Unlimited ride option (dine only or dine and ride option available) fun night for all the family and only a short walk from the Novotel.

Sunday 21st

Join us on a cruise through the spectacular roads of Victoria's Yarra Valley, to have lunch at one of RACV's amazing resorts. Two drive routes will be available on the day for your choice.

Sunday night Presentation and dinner will be in the Jim Stynes Room at Melbourne's iconic MCG. Firstly, join us on a tour of the National Sports Museum where you will wander in all the fabulous sporting memorabilia.

Monday 22nd

Farewell our interstate guests and wish them a safe journey home. For those who wish to stay on longer and enjoy the wonders of Melbourne, there will be a casual brunch at the Novotel for a final chat and catch up or a self guided Great Ocean Road drive to Warrambool and back on the highway. Proudly sponsored by Shannons



Cars & Coffee

- 17 June 2018

Written by Simon De Lisle

Thanks to Melbourne's notorious weather gods, "Canoes & Coffee" might have been a more appropriate event for the day! However, plenty of members were not put off, and we had a good attendance. Inside the warm restaurant, the hot coffees and conversations were flowing. I decided that waffles with bacon and ice-cream would make a fine breakfast (which indeed it did), and soon others were also tucking into hearty meals.

The theme for the morning were the 5 Series and 6 Series, with a good variety of models in attendance from the 1980s to 2000s. Most of the action was inside the restaurant, however some E28 fans braved the chilly winds to check out the red example.

This was our first time holding a Cars & Coffee event at Pier 35 in Port Melbourne, and the venue was well suited. In the summer months, the boats on the water out the front will be a good backdrop for future Cars & Coffee events. Nonetheless, it was a fun morning with a good mix of old friends and new faces.



Lovely Founders

dinner with great company and **music**

held in the beautiful environment of the historic **Kooyong Lawn Tennis** club

Written by Liza Weatherall



Founders Dinner was celebrated in style on 23 June, 2018 at the Kooyong Tennis Centre with guests enjoying champagne and delicious canapés on arrival. After catching up with old friends and getting acquainted with new members the group were served a main course and an excellent dessert plate.

Later in the evening many took to the dance floor and let their hair down to a great variety of music from 70's, 80's and 90's right up to current hits. Some were very lucky to win prizes with their door prize tickets as well.

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Congratulations to the Winners of the **BMW Car Colouring Competition.**

Written by: Sheryl Lumb

Thanks to all the budding artists who entered the competition. Thanks also to the mums and dads and grandparents who organised the children's entries. The judges commented on the very high standard of artwork submitted and said this made it very hard for them to pick the winners. However, after much deliberation the judges reached their decision.

The winners are Ben, aged 12 yrs, Shaila, aged 10 yrs, Mia, aged 6 yrs and Penny, aged 3yrs.

Congratulations to all the winners. Great work kids and I hope you enjoy your prizes.

"Special commendations" Certificates also went to Elliot, aged 2.5 yrs, Niven, aged 4 yrs, Harriette, aged 5 yrs, Sofia, aged 8 yrs, Alessia, aged 10 yrs and Zara aged 5 yrs.



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Starting the day with breakfast

and a tour at Essendon BMW, a lovely cruise meandering through the countryside and ending up in **Bacchus Marsh** for a beautiful **Xmas Lunch** on 1 July

Written by Stephen and Judy Shrimpton

Stephen and I couldn't think of a better way to attend the Xmas in July function than being chaffered to and from by Tony in his luxury 7series BMW.

We left Geelong early to start the day. We arrived for a beautiful breakfast and coffee at the new BMW dealership in Essendon. Thank you very much to Essendon BMW. The new showroom was indeed very impressive with a number of new release BMW's on display even an Electric model.

Following Breakfast, Coffee and talk with the Manager of BMW Essendon we headed to our cars for the drive to lunch.

Leaving the dealership we followed the Tullamarine Freeway past the airport and had a glance of several planes taking off for destinations unknown. Turning and heading off in the directions of Sunbury, Riddles Creek then Macedon – Woodend, our 1st stop was at the Tourist Information Centre at Woodend to enable all of us to catch up and have a comfort stop.

With job done we all jumped back into our vehicles (some of us travelling in style as you do in Tony's car in case I haven't already mentioned that) turning left out of

the information centre we headed to Trentham and then towards Blackwood. At Blackwood we turned towards Melbourne again travelling on the Old Western Highway through Mymiong and then onwards to Bacchus Marsh which would be our stop for our Christmas lunch. (country side was beautiful and the roads had some nice hills and turns.)

The Royal Hotel at Bacchus Marsh was our final destination where we were spoilt with 3 lovely courses of antipasto platters, choice of Salmon, Beef or Chicken with Pavlova or plum pudding for desert. Santa arrived aka Val Smith and her Helper Tony giving us all a lovely gift that related to the type car we drive.

We had a Xmas fashion parade with the best Xmas Hats and some hilarious antics from the models. Of note David Perrett with his performing hat and Andrew Henshall for his rather unusual modelling style created plenty of laughs. It was also great to see the effort members put into their Xmas hats and attire and it made the day a real blast.

Well done to Rod and Val for organising a great day with lovely people and beautiful cars.



An excellent turnout of experienced and novice drivers attended the event at the Bentleigh RSL to hear a seasoned motorsport and driver training professional, Dean Sammut, present insights into how to drive more consistently and better on ANY circuit.

Whilst the focus of part of the evening was specifically about the Winton Race track circuit, key information was presented on helping drivers 'learn how to learn' and to improve.

Undoing bad habits is hard so a pyramid of building blocks was presented on things to focus on to build the correct foundations:

1. Fundamental skills
2. Circuit awareness
3. Advanced skills
4. Driver attitude
5. Peak performance

We learnt that even the top echelons of racing drivers have their own driving coaches. A driving coach does more than telling a driver when to brake, turn or the best circuit line. A good coach will identify that everyone is different and has different skills, experience, budget, goals, car and time and tailor their input to suit the individual. Drivers were encouraged to consider the costs of attending

just a standard 'Club' day with other 'experienced' Club performance drivers giving you 'tips' versus the benefits of in-car sessions with professional driving instructors whose focus and job is analysing your needs, communicating and demonstrating how to improve.

Some attendees had sent in some pre-class questions that they were particularly interested in and Dean addressed these during the presentation.

Some comments that stood out and were:

- 90% of people don't brake hard enough initially or brake at the wrong point
- Left foot braking is generally no faster than right foot braking
- For 85% of drivers, heel toe driving is not even on the table as there are more important techniques to improve
- To do 4 seconds faster at Phillip Island only requires a approx. 3% improvement around the circuit which means that you don't have to make huge changes to gain significant improvements.
- Keeping your hands at 9&3 on the wheel keeps you connected to your car. Turning 10 to 2 o'clock should be enough to get through most corners



Performance Academy Class 10 July 2018

Written by : Sheryl and David Lumb

- Turn to where you want to go, don't just turn to the apex but consider the second part of the corner
- Some YouTube videos are horrible examples and many are outdated due to track resurfacing.
- An entertaining video was shown of a car completing a recent lap at Winton. Class attendees were challenged to pick the good parts of the lap and any mistakes they observed.

Using a track circuit diagram, Dean then discussed each turn one by one and outlined:

- When to brake
- Where to hit the apex
- Where people commonly underdrive and overdrive
- What gear to be in
- Which kerbs to avoid, especially for standard road car suspensions
- What approach speeds some cars might be travelling at etc.

Obviously these guidelines differ for different cars and drivers but it was very informative with lots of people making notes on the copies of the circuit diagram provided.

Dean is the lead instructor/owner of Evolve Driving and obviously loves what he does, gets to drive some amazing cars and enjoys talking with the interesting people he gets to meet. The BMWCCV Committee who organised the evening event were very pleased with the insights he so enthusiastically presented.

Thanks also to Rod and Val for bringing along the Club merchandise for sale – one lucky participant won the door prize and went home very happy with their choice from the display items.

Some Committee staff were hanging out at the back of the room and not all are visible in the photo but in attendance were our President Matt, VP Jeff, Events coordinator Simon, Merchandise Rod, Motorsport Committee Phil, David and Tony and Driver Training coordinator David. There were also a couple of special guests from other car clubs.

Attendee feedback was very positive:

“It was a great event. I took quite a few notes and gleaned a few tips which I'll put to use.”

“Great video. A great insight into how to drive Winton.”



Great visit to the **Petersen Automotive Museum** in Los Angeles in July 2018. *Written by Ken Christie*

I was fortunate to be in Los Angeles in July on a summer vacation, whilst the family stayed at Huntington Beach I took the day off and our rental car and visited the Petersen Automotive Museum in Los Angeles, what a great day it was.

After battling the LA traffic and the GPS working overtime, the 37 mile journey took 2 hours, the traffic was challenging to say the least, let alone the back streets of LA to get to the Museum. As I arrived and parked the rental in the car park attached to the Museum, the first car I came across was the M3 in a display set up by the Museum, an immaculate white M3 in pristine condition. This was a very good sign!

As I ventured into the Museum I was greeted by the friendly security guard who pointed me in the right direction of the front counter to pick up my tickets I had ordered online. In addition to buying a general admission ticket I also booked the 2-hour underground "Vault tour", a private guided tour with 6 other people and a host and separate security guard from the Museum. I thought the security was a bit over the top until I got into the underground Vault and looked at the cars they had on display for the private tour I had booked, there were nearly 300 cars in the Vault with one car having an estimated value of \$25 million USD. Some of the rarest and special cars in the world

that have been bought / restored and collected by the Petersen Foundation.

One of the interesting issues on the Vault tour is that you cannot take any photos or touch any of the cars on display, which is understandable due to their rarity and value. The 2-hour tour ran by so quickly with our tour leader knowing so much about every car on display. The cars on display vary from Boyd Hot rods, GT40 fords, Shelby Mustangs, classic European sports cars, classic American Muscle cars, Keith Block rally cars and one-off manufacturer prototypes to Presidential vehicles.

After the Vault tour I headed upstairs to the main Museum (where photos are allowed) to spend the next few hours wandering the 3 levels of the car displays. The 2 key exhibitions (which rotate each 6 months I understand) were the history of Porsche in the USA and the history of the Japanese Cars into North America.

It took 4 hours to get through the 3 levels which some incredible cars on display.

If you are in Los Angeles whilst travelling to the USA the Museum is definitely worth a visit and not a far ride from LAX airport or central LA. I would strongly suggest you book the Vault tour online before you leave; the Museum has over 400,000 visitors a year. Book a visit you will love it.

If you love motorsport and do track days you will have certainly run into David Myall and his “beast”

Written By: David Myall

I am that guy. I used to be that guy with the M6. I am still that guy who takes a dog to car meets. These days I am mostly known as that guy with the M4 GTS and that is the “beast”.

I first joined the BMWCCV when I got my first BMW, a 130i, back in 2006. I spent a few years as a non-member and then re-joined the Club about 5 years ago when a F13 M6 arrived in my garage. I also spent a couple of years on the Committee in the Marketing role.

In between the 130i and M6 there was an E46 M3 and F25 X3 3d. My love of BMW started a long time before that as a 13-year-old when the E30 M3 came out. What I liked then and still do now is that BMW can take the proverbial grandparents E30 318, or 420d and create a hardcore E30 M3 or M4 GTS out of it.

I'm a pretty passionate BMW guy and even have a E9 CSL tattooed on my arm above a track map of the Nurburgring and the dates I've driven it. I do love track days. I actually think Bathurst is the best track I've driven. I drove a M2, M4, M3 Comp Pack and M6 there as a guest of BMW. Whilst 'The Ring' is amazing it feels more like a closed road than a racetrack to me. Phillip Island is great too. I've driven M2's, M3/M4's, M3/M4 Comp Pack, M4CS, my M4 GTS a few times, X5/6M's and the new M5 there. Just a beautiful track and the M4 GTS loves it. I like Sandown because it is close and a nice, easy, point and shoot type of track. Driven that many times in the M's I've owned and prior to that as well. I've done Mallala in Adelaide and Yas Marina Grand Prix Circuit Adu Dhabi in a F3000. Driving a modern F1 track in a high aero open wheeler is definitely very special, won't forget that in hurry. Frankly, not a fan of Winton, it is too far away and not great for high horsepower cars. Also took the M4 GTS to a BMWCCV hill climb at Haunted Hills last year. Tight track, big horsepower, cold Cup2 tyre; the car didn't work there. Can't wait to get over to SA and try out the bend.

Huge fan of GT racing, they are the cars that appeal to me. M6 GT3 and M4 GT4, my current and previous cars are the road version of these models. Obviously, I follow Richo in the BMWs in the Australia GT Championship. Growing up I was a Peter Brock and Michael Schumacher guy.

Having driven all variants of the M4 including the hardcore M4 CS on a racetrack the M4 GTS takes it to another level altogether. From climbing into the fixed carbon fibre buckets with 6 point harness, to the full titanium exhaust with middle

muffler delete, this car is a different beast.

The M4 GTS has a water injection system that sprays a fine mist of distilled water in the intake chamber that evaporates cooling the air, reducing pinging and therefore allowing for

an increased boost pressure from the twin turbo 3.0 litre six. BMW says it puts out 368Kw. That's 51 more than the standard M4 and 37 more than the Comp Pack. It also gets a healthy increase of torque up to 600Nm in the GTS. My car has a VF Engineering Hex tune and a venturi intake system so it is putting out about 500Hp and 600Nm at the wheels. There is whole lot more than water injection, manually adjustable KW suspension and a half cage.

My car was in the first batch that arrived early December 2016. It is frozen dark grey, using BMW colour speak, with track pack minus the \$25k carbon fibre rims wheels option. I drove it out of the dealership at 6pm Friday and it was I

was scrutinising at Sandown 8am the next morning for a BMWCCV driver education day. It couldn't be rewired above 4,500RPM but it was still fun and a good learning experience in terms of handling and brakes. The M4 GTS is a fantastic track car, with mountains of front end grip compared to any other BMW's I've driven. It did have good rear end grip until the tune. Now it has too much power and torque and with 20" inch rear rims there are no semi-slicks in that size. I do plan to get 19" rims all round and throw some Toyo R888R's at it.

The M4 GTS is no grand tourer, 80% due to the suspension and 20% due to the seats. If you don't get out of that car every hour on the road you will come to hate it. The only time this changes is in stop start traffic, it is actually not too bad. The gearbox still has crawl mode like all modern M-DCTs, the auto mode is fine, exhaust is relatively quiet with the engine in efficient mode and bumps don't crack vertebrae as you are not going fast enough.

There is the usual paying more to get less with track specials. There is no automatic emergency braking, blind spot warning or lane stray warning that you would find in any other modern BMW. Even the air conditioner and audio has been downgraded. No dual one and a smaller compressor that struggles in 40 degree heat, only two speakers on the rear parcel shelf for the audio. All this is fine by me, it was never intended to be a daily driver and I don't use it for that. Car meets and track days, that's the purpose of this car for me and it does those things very well.



Lucky member Nigel Logan spends **5 days in paradise** wandering the **Techno-Classica Car Show in Essen Germany** held in March 2018. *Written by Nigel Logan*

The iconic classic car show that boasts 1250 exhibitors from 30 countries and attracts 185,000+ visitors annually was set over 10 halls. On display were approximately 3000 classic cars vehicles mostly restored classic cars presented by manufacturers, classic car dealers from around Europe, car club displays and outdoor area where locals can sell their slightly tired cars. There are also areas set aside for auto related parts and superb auto memorabilia.

Prices being asked for vehicles when converted to AU dollars were significantly higher than what you would pay here. The most expensive BMW I found was a stunning 507 v8 yours for a mere \$3.6 million AU dollars.

For the BMW enthusiast there was virtually every classic BMW ever built, including some very rare cars such as a stunning post war veritas BMW convertible and a very imposing 1950s v8 four door convertible.

I have been to some impressive car shows over the years but none have compared to this event which unfortunately clashed with the opposition Stuttgart classic car show this year for reasons unknown, however next year they are scheduled four weeks apart.



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 BMW cars are in the latest movie - Mission Impossible – Fallout 2018?
2. What phrase or slogan appears on new Victorian registration plates?
3. By what number is Hume Highway known?
4. In what year was the Hume Highway completed as a dual carriageway?
5. In what year was the Formula 1 Australian Grand Prix first held in Melbourne?
6. What is iconic about the Rob Roy Hill Climb Track?
7. Have any Australian Grand Prix winners competed at the Rob Roy Hill Climb?
8. Which Australian motorsport champion wrote the book 'Drive to Survive' in 1980?
9. What is the road route B100 better known as?
10. Did the 'King of the Mountain' Peter Brock ever race in a BMW?

Compiled by Sheryl Lumb



BRING IT ON!

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**The Ultimate
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Photo courtesy of Brighton BMW



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Great turnout for Members Meeting

at Prime Finish on 6/8/2018 *Written by Jeff Murdoch*

On a very cold August night, it was great to see approximately 50 BMWCCV members turn up for an information night on how to protect and restore the paintwork on our cars.

The hot coffee and pizza were a welcome warmer.

The team at Prime were applying protective film on a new McLaren and a new Ferrari, as well as doing paint restoration on a 30+ year old BMW E24.

The E24 original paintwork looked good and the restored paint looked great. Goes to show that great cars are like fine wine, in that they both improve with age and care.

The principals gave excellent presentations regarding

protective film, ceramic coating and the correct way to wash a car.

During these presentations I learned that I had been washing my cars correctly and drying them incorrectly.

From now on I will use quick detailer and microfibre cloth (not a chamois) to dry our cars after washing.

I'll now use the chamois only for the windows.

In talking with members, long term and new, in attendance, they all enjoyed the evening and learned something of value.

Thanks Matt and Simon for arranging the evening.

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BMW Quiz Answers

1 What BMW cars are in the latest movie - Mission Impossible – Fallout 2018?

BMW's feature heavily in the movie in both car and bike forms from the latest M5 through to an E28 5 series.

2 What phrase or slogan appears on new Victorian registration plates?

Victoria - The Education State

3 By what number is Hume Highway known?

The M31. The Hume Highway, inclusive of the sections now known as the Hume Freeway and Hume Motorway, is one of Australia's major inter-city national highways running for 840 kilometres (520 mi) between Melbourne in the southwest and Sydney in the northeast.

4 In what year was the Hume Highway completed as a dual carriageway?

Upgrading of the route from Sydney's outskirts to Melbourne's outskirts to dual carriageway was completed on 7 August 2013.

5 In what year was the Formula 1 Australian Grand Prix first held in Melbourne?

1996

The race became part of the Formula One World Championship in 1985 and was held at the Adelaide Street Circuit in Adelaide South Australia from that year to 1995. From 1996 has been held at the Melbourne Grand Prix Circuit at Albert Park in Melbourne.

6 What is iconic about the Rob Roy Hill Climb Track?

At the time of its construction, Rob Roy was one of only three bitumen surfaced purpose built hill climbs in the world, the other two being Shelsley Walsh and Prescott (UK).

The first meeting was run on 1st February 1937, and the track fully bitumenised in 1939. Many meetings were conducted over succeeding years by the Light Car Club, including nine Australian Hill climb Championships, the very first of which in 1938 was won by Peter Whitehead in his ERA.

red by a 3.5 litre straight-six engine mounted in the middle.

Have any Australian Grand Prix winners competed at the Rob Roy Hill Climb?

An inspection of the names of Outright and Class record holders over the early years of Rob Roy reveals that eight of these drivers have been Australian Grand Prix winners and one a triple F1 World Champion (Jack Brabham).

8 Which Australian motorsport champion wrote the book 'Drive to Survive' in 1980?

Frank Gardner was awarded the Order of Australia (the equivalent of a knighthood in the UK) for his services to motor racing. The book is now a collector's item and still available on Amazon.

Frank played a major role in BMW history with his involvement with BMW driver education and advanced driver training.

Gardner's last competitive drive was to be as co-driver with JPS Team lead driver Jim Richards in the team's BMW 635 CSI in the 1983 at the Bathurst 1000.

9 What is the road route B100 better known as?

The Great Ocean Road

10 Did the 'King of the Mountain' Peter Brock ever race in a BMW?

Yes. While Brock was always typecast in a Holden, he did have 'brief flirtations' with other makes in touring car racing. After his 1987 Holden split, he campaigned a BMW M3 in 1988 becoming the official BMW Australia backed team for the year (his only win in the BMW would be in the 1988 Pepsi 250 at Oran Park).



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Robert (better known as Bert) has been hooked on BMWs since his parents bought their first E36 318is in 1994. I remember it as a fast little 2 door that went around corners like it was on rails (I was driving an orange Ford Escort myself at the time and the only similarity between the two cars was that they both had 4 wheels!).

We ventured into the world of BMW with our first E46 318i MSport - red (goes faster you know!). It was a terrific little car. We had it for 3 years and the children (small at the time) only vomited in it a couple of times – probably to do with the fact that it too drove like it was on rails!

The next step (after many hours of research by Bert) was a secondhand E46 M3 manual. Bert loved this car! He still complains that I sold it!

We then decided to join the BMWCCV in 2009 to learn how to drive better and further appreciate the car.

We attended our first driver training event at Shepparton DECA. We both arrived very nervous (especially me thinking I would be the only woman in a male dominated sport) but was relieved to see there were two others there (thanks Jess and Jenna!).

We were lucky enough to have a mild mannered driving instructor (initially) who had some wonderful advice and tips on how to improve our driving. After a number of sessions out with him he soon turned into Jeremy Clarkson from Top Gear - "Power, power, power". Everyone was very friendly, welcoming and encouraging. We learned about our inadequacies and how good the



From the **Tractor to the Track**

Country members Louise and Bert shared **passion** for BMW's and Motorsport thrills.

Written by Louise and Bert Forest

BMW's were. By the end of the day we had improved heaps and had huge smiles on our faces, (even though we were only driving at about 60 percent of the car's ability). We would certainly recommend attending driver training to improve your driving ability.

Since this first experience, we have ventured into the motorsport world and acquired two E30s (Betty and Frank!) that have been converted to track cars. Bert also owns a Ford XD which has attended many BMW events! With these cars we have completed many driver training days, progressed to sprint days with the BMWCCV and AROCA at Winton, Sandown and Broadford, competed with the Bellmotorsport team in the AROCA 12 hour regularity races and an E30 Enduro round. We have met lots of great people, learnt a lot about our cars, how to drive them and how to set them up to drive on a race track.

The next generation of Forrests are now heading out to the track at 15 years old. Daniel has attended many events with us as a spectator, pit crew and photographer, and then earlier this year he drove at his first driver training day and is now keen to progress to sprint days next year.

Along with the motorsport that we love we have also attended some of the drives organised by BMWCCV.

Our first one was the Tasmania trip over Melbourne Cup weekend in 2009 in our M3. We had a ball. No children, great roads, great scenery, terrific company, wonderful accommodation and food. We went to our second Tassie trip last year in our current M2 and also had another fantastic experience.

In 2016 we were lucky enough to travel with the club to the BMW Centenary celebrations in Germany. This was a wonderful experience, especially to share in the celebrations with many of the international clubs at the BMW International Party and also the BMW Festival Centenary Celebration in Munich.

One of the highlights of this trip was to experience the Nurburgring (see picture above). Firstly with Taxi Laps (and much motion sickness afterwards...) and then to drive the track ourselves, it was amazing!

We are very appreciative of all the effort that goes into organising these great events. We would like to thank the previous and current club committee members for putting so much hard work into the events that we have attended and look forward to attending many more great events with the Club in the future.

Cheers,

Louise and Bert



Good turn out by members at
Maling Road Autoclassico

on 19/8/2018, a little wet but great cars

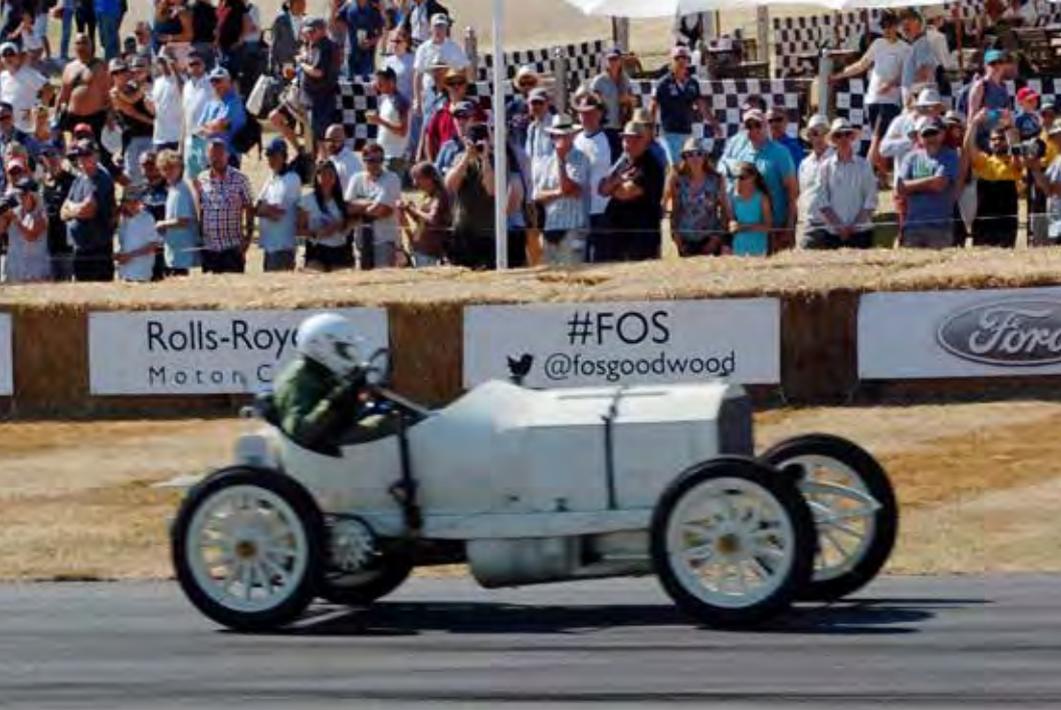




German Auto Show in pictures

Some photos to enjoy from the show. Congratulations to Club Member Keith Olsen from Southern BM pictured with his beautiful CSI BMW on winning the best BMW of the day.





A fantastic Day at the **Goodwood Festival of Speed UK**

Written by Ian Round and Jan Eastwood

We were lucky to be in the UK in July and able to attend the final day of the Goodwood Festival of Speed. This year was the 25th anniversary of the festival, which celebrates all aspects of motoring speed, with a hill climb event for all vintages of cars, a rally event, car displays and other racing entertainment.

The festival is held over 3 days at the Duke of Richmond's Goodwood estate, 1½ hours south of London by train and just out of Chichester. The estate comprises Goodwood House, a motor racing circuit, horse racing track, rally track and the hill climb track that is actually the main entrance road to the estate, passing

right by the mansion. Goodwood hosts two main events – the Festival of Speed that we attended; Goodwood Revival that is dedicated to vintage and classic car racing; as well as other track days and races. The Duke is really into motor sports, and personally presented the weekend's trophies on the balcony of Goodwood House.

We could only attend on the final day on Sunday, but this was the culmination and final rounds of the weekend's events. The weather was great, mid 20's with blue skies, and the crowd was probably similar in size to the Melbourne GP. We had a ground pass



that allowed entrance to every stand with good views to all of the 3km hill climb track, rally track, Goodwood House as well as access to all the displays (every major manufacturer had a stand).

The events continued all day from 8.30am to 5.30pm, and we were on the shuttle bus from Chichester early to catch the start. The hill climb events included different classes for early and vintage cars pre 1920, classic single seaters, classic and modern GT cars, Le-mans cars, Nascars, touring cars, rally cars, drift cars and electric cars. At the same time on a separate track accessed by tractors with trailers, were the rally races.

It was a great fun day out. The hill climb track is a narrow sealed road that runs past Goodwood House, lined only with hay bales for the event, so the action was all close up. There were plenty of hospitality and food outlets, and great displays by the manufacturers, including BMW showing the new 8 series coupe, M8 and M8 Gran coupe. There were also great displays of the competing and other classic cars, supercars, bikes and a big display of Porsche cars, as this year is the 50th anniversary of Porsche.

In dispersed between the races were things like drifting displays, a guy trying to complete the hill climb track in

a Range Rover on two wheels, and another strapped into a "James Bond" like jet pack. In keeping with the celebration of speed, race cars would stop in the middle of a hill climb track run, do a few doughnuts or burn outs to thrill the crowd, generally right in front of Goodwood House, before continuing on with their run.

The highlight of the day was to see the fastest petrol engine car of the day's hill climb racing – a DTM BMW E30 M3 – beaten only by two electric supercars.

A **Fantastic** weekend of



Zero, zero, zero to fun and impressive performance driving improvements at Winton Day One 21st July 2018

Written by David Lumb

The Performance Driving and Practice Day at Winton started off at 7:30am with the temperature a fresh zero degrees, zero wind and zero expected rain. Blue skies and sunshine then made for excellent weather for a great day at Winton Race Circuit!

The day began with coffee and croissants followed by a very professionally run audio-visual presentation and driver's safety briefing in one of the garages.

Dean Sammut from Evolve Driving introduced his experienced instructor team, Jake Fouracre and Dom Storey who all hold accredited instructor licences (LVL 1 HPDE certification – an internationally recognised accreditation) and between them have over 30 years of professional instructor experience. These guys also have impressive racing credentials. Jake is the current lap record holder at Winton and Dom is last year's Australian GT champion! Dean has raced for 20 years in Sports Sedans, Improved Production Cars, Sports Cars and BMW E30 Racing. He stresses that his instructors are selected not only because of their racing prowess but because they have the ability to assess, communicate and demonstrate the things that each driver needs to develop.

Novice drivers were then taken on a tour of the circuit for a 'circuit recce'.

Groups of novice to experienced drivers from Victoria and NSW were released onto the track one driver at a time and cars were well spaced out. There were always 10 cars or less in each group. Drivers had approximately five 20 minute sessions each. Near the dummy grid were Presidents Bob Williams from NSW controlling cars onto the circuit and President Matt Draheim from Victoria waving the chequered flag to signal the end of a session.

Some already proficient driver's simply wanting to practice without instructors and were running on 'slicks', waited until there was no risk of frost or moisture on the track before venturing out. Safety was a priority so all driver's only pushed their cars and themselves within reasonable limits given the improving and changing track conditions as the sun shone and the temperature rose.

I was driving a standard road car, my wife's E46, as my E30 race car was up on blocks and not able to be started so my E30 unfortunately did not make it to Winton that weekend. I was pleasantly surprised at the fun I had in the E46 watched keenly by Sheryl who was in the 'red' control room calling cars to the Dummy grid. There were also many other BMWCCV volunteers helping out with Rod displaying Club merchandise for sale and Val taking photos. Tony and Jeff spent time chatting with and encouraging the novices.

Motorsports at Winton 21-22 July 2018

The opportunity to have an experienced race driver and instructor in the car with them was considered a fantastic learning experience for those that chose this option. The three instructors, Dean, Jake and Dom gave valuable insights into each person's individual strengths and weaknesses. One NSW driver who also participated in the interclub SuperSprint on the Sunday was very pleased to tell me that he had gained an impressive increase in lap times – 7 seconds in fact! I thoroughly enjoyed my instruction and learnt that while I was braking at the right place and hard enough, I was coming off the brakes too quickly and unsettling the car.

Post the event, each driver was emailed a personalised summary evaluation from their instructor on skills and techniques that they should focus on in the future.

Some quotes from drivers included:

"The event was really well run and instruction from Jake. He's a good guy" - Jon

"Thanks for the weekend. Great time and looking forward to the next one" – Adrian

"Really impressed by the event, learnt a lot from Dean" - David

"I was very pleased with myself and the day; the instructors were very observant and informative over all a great day" - Jeff

"I was very impressed with the quality of instruction and detail of the feedback at the track, something that I have not experienced from other driver training schools" - Colin



Winton Inter-club SuperSprint Sunday 22nd July 2018

Article from the BMWCCV Motorsport Subcommittee

BMWCCV and BMW Drivers Club NSW meet each year for an inter-club weekend at Winton Raceway involving driver training and timed sprints.

These circuit events are NOT races.

Cars are well spaced out on entry to the track with a maximum of 10 cars on the track at any one time. Sprints are timed so drivers can see how their own track times improve as their skills and experience improves. Overtaking is limited to safe places on the straights.

The weekend is also a bit of a social occasion as drivers meet in the evenings for a meal at one of the local restaurants in Benalla and tend to all stay at the same motel.

Lots of fun driving and interstate camaraderie!

Many thanks to BMW Drivers Club NSW for sharing their photo collage by Josh Davis, Social Events Co-ordinator, and Edward Forgacs, Membership Secretary of the BMW Drivers Club NSW.



A scenic cruise through the beautiful **Yarra Ranges** for lunch at the Butcher Shop Hotel Bunyip on 14/7/2018

Written by Janice Perrett

On a cold Saturday morning we gathered together in the warmth of McDonalds, Berwick, for our Yarra Ranges cruise to Bunyip.

Tour leader Simon de Lisle and Andrew Henshall were there to greet us. Graham and I were pleased to catch up with Karlene and Nino Merlino again. We were also pleased to meet Dawn Fry and Tony Porritt, who were embarking on their first BMW trip. As we formed a small circle to receive Simon's instructions, I suggested we were an ideal size for a group hug. Perhaps it was fortunate that I was completely ignored.

The five BMW's pulled out in convoy into foggy conditions for the start of our journey. However, as we proceeded on our 135km picturesque drive, the weather evolved into a superb day in July. This added to our pleasure as we headed to Beaconsfield, passed through Cockatoo, Yellingbo and Woori Yallock. The route and roads were excellent and our travelling was enhanced by the scenery of rolling hills, farmland and native bush.

We turned into Yarra Junction Reserve for a pit-stop and parked our cars. Our group chatted as we wandered up the street looking for a coffee shop. The conversation continued to flow as we had our fix in "Nancy's" before resuming our journey.

On through Powelltown, Neerim and Drouin West with areas of large native trees and tree ferns along the way.

Close to our destination we noticed a dramatic carving of a face in a tall dead tree trunk.

Arriving in Bunyip, I was surprised at its size. I had imagined a small country place with just a pub and few buildings. However, its population is about 2,500. It was explained to me it has become an attractive location for people working in Melbourne as it is less than an hour and a half by rail to Flinders Street.

We parked our cars near the Butcher Shop Hotel. Odd name - and I still don't know why it is so called. We were escorted to our table off the bar area to be served excellent pub food and drinks. Being a small group meant we all shared yams over lunch while enjoying one another's company. Later we said farewell and headed back to our respective home bases after a very pleasant day.

This tour proved that whilst trips with 30 or so attending can be great fun, a well planned drive with a small (but elite) group of people can be equally enjoyable.

Full credit to those who put so much hard work into organising these cruises. There is always a variety of destinations and dates. Members are encouraged to attend when they can. Interesting drives, excellent venues and good company will ensure a pleasurable experience

Some **terrific photos** from the latest round of E30 Racing



E30 Racing: 2018 BMW Drivers Cup

Car #	Competitor	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Drop rnd	Total	Pos.
22	Alex Jory	20	14	18	25				77	1
29	Chris Bell	25	22	-	22				69	2
27	Brian Bourke	22	20	25	-				67	3
9	Jesse Bryan	16	18	15	18				67	3
43	Jeremy Payne	18	-	16	18				52	5
15	Cameron Hudson	-	-	20	15				35	6
88	Rod Potter	15	16	-	-				31	7
66	Glenn Potter	14	12	-	-				26	8
1	Michael Holdcroft	-	25	-	-				25	9
85	Jenna Patan	13	-	-	12				22	10
78	Tim Freeman	-	-	22	0				22	10
1	Sean Bell	-	-	-	20				20	12
12	Stan Armstrong	-	15	-	-				15	13
87	Mark Gorgovski	-	-	-	14				14	14
5	Simon Leach	-	-	-	13				13	15
7	Rory Plant	0	13	-	-				13	16
62	Mike Whitford	12	-	-	-				12	17
24	Geoff Bowles	-	-	0	-				0	18

Welcome to all new members

Welcome to all new Members	Model	Year
Steve Whittaker	E46 320i sedan	
Mike Silich	E28 525	1984
Nikolas Higgins	E30 Baur	1986
Mauricio Garcia	318i 1981, 116i, X1	2011
Jack Panas	320i conv	1988
Adrian Mazzeo	M2	2018
Shayne Lisson	Z4 E85 roadster 3.0i 5AT	
Peter Tran	325is	1988
Peter Maslen	M4 pure F82 LCI MY17 coupe	2017
Peter & Alistair Shea	M3	2007
Paolo Figlioli	E46 325ci	2002
Elizabeth McFarlane & Cameron Fallaw	M3 conv	2004
Mike Silich	E28 525	1984
Tuan Hoang	M140i	2017
Campbell & Shari Fallaw	328i conv	1997
David Seehusen	M3 M3	1987 1994
Greg Hilton	318is e36 coupe	1994
Kevin Flynn	X3	2017
Aydin Ulutas	M2	2018
Jeremy Thompson	325i coupe	1992
Melissa Jeuniewicz	no 42 JPS 328i	1981 1999
JOEL Fredman	M6 335i	1984 2010
Peter Galtry	e36 328i conv	1995
Alger Liu	M4 comp, X5 30d	2017
Jason Mou	E46 M3 E38 318is E92 M3	2008, 1988 2012
Mark Higgins	325i 118i	2003 2006



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