

TOPMarque

2019 Issue 157



BMW Car Club of Victoria
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From the President



Dear Members & Friends of BMW Car Club of Victoria

Winter is here and there is less sunshine however still plenty of upcoming events to enjoy your BMW with fellow members.

We have had an enjoyable few months packed with many club events.

The Liqui-Moly BMW Nationals which we hosted back at Easter was a whole weekend packed with events. This was a magnificent event and over the Easter Break and we welcomed members from the interstate BMW Car Clubs. It was great to see many new and old faces and special thanks to the NSW club for their large contingent of members. I must also thank all our dedicated members whom volunteered during and before the Nationals, with special mention to the leaders, Rod Smith, Tony Whelan, David Lumb, David Cheong, Sheryl Lumb and Val Smith. Also by way of update on the track incident that occurred at Sandown on the Saturday of the Nationals with NSW member Glenn Cox. From the accident Glenn did suffer a spinal cord injury. I personally and on behalf of our club wish Glenn a speedy and full recovery. Gratitude goes to all the members and first responders involved on the day.

Other member special events enjoyed in June included, the Queens Birthday Long Weekend Silo Tour to Horsham, a visit to BMW HQ to hear Calvin Luk Australian born designer of the new Z4 and a Restoration/Workshop Seminar with the Association of Motoring Clubs.

Recently we conducted a member survey. Thank you to everyone for the feedback and passion for our club. We have made a few changes straight away with moving start times to weeknight meetings later where possible. Also we are working on events catered more toward our younger members.

Keep an eye out on the calendar or our facebook page as there is at least 2 events each month and please call or chat with myself or one of the committee if you have any queries or wish to help our club in anyway large or small.

Safe Driving and see you soon.



Matt
0438 646 150

Message from the Editor



Hope you enjoy reading Edition 157 of the Top Marque.

Inside you will find a terrific story about David Towe's win in the 2018 Heritage Touring Car series driving his mighty E30 M3 on page 26. There is also a lovely story on page 24 about one member's very treasured JPS.

Many thanks to all those who have contributed content for this Edition as without you my life as Editor would be difficult indeed.

If you have a good story to tell about your BMW journey, an interesting article or just some good ideas to share please do not hesitate to contact me at editor@bmwccv.com.au.

Safe driving everyone

Liza

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What's On

Date 2019	Event	Location
Sunday, 7 July 2019	Christmas in July	Mt Dandenong
Sunday, 11 August 2019	Motorsport Round 3	Winton
Monday, 5 August 2019	Members Meeting	TBA
Sunday, 18 August 2019	Clyde Park Winery & Geelong Museum of Motoring	Geelong
Sunday, 25 August 2019	All German Car Display	Deaf School
Monday, 2 September 2019	Members Meeting	Bundoora BMW Bodyshop
Sunday, 15 September 2019	Cruise to Walhalla and Train Trip	Walhalla
Saturday, 21 September 2019	Motorsport Round 4	Phillip Island
Monday, 7 October 2019	Members Meeting AGM	Bentleigh RSL
Saturday, 12 October 2019	Motorsport Round 5	Sandown
Sunday, 13 October 2019	Motorclassica Car Display	Exhibition Buildings
Sunday, 20 October 2019	RAAF Museum	Point Cook
Sat-Tue, 2-5 Nov 2019	Members Meeting	High Country
Monday, 11 November 2019	Members Meeting	Penrite
Sat-Sun, 23-24 Nov 2019	Geelong Revival Car Display	Geelong
Sunday, 1 December 2019	Christmas Function	TBA
Monday, 2 December 2019	Members Meeting	TBA
Saturday, 7 December 2019	Come & Try Motorsport	Phillip Island

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.

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The Girl I Love

*Written by: Leighton West
(Foundation Vice President, Member No 4)*

The 5 series was a natural development between the popular 2002 and the luxury 2500. It was designed as a medium family sedan for a 4 cylinder engine, as a 516, 518, 520 and 520i.

The 520i was the best of these engines, a 5 bearing/8 counterweight E12 Engine that had been the basis of many successful Formula 1 race cars. BMW later showed that a similar 2 litre vehicle but with 6 cylinders, used more fuel than this 4 cylinder model and was quickly dropped from production.

Further developments saw the heavier 6 cylinder 2500 engine fitted but initially this was not successfully engineered. Although the original design had adequate power for normal use, the 525i became popular because it had extra power for towing and 4 passengers.

As an Engineer I tested both models carefully and found the 525i had the following faults by comparison:

1. The clutch was quite heavy
2. The steering exhibited pronounced Oversteer at moderate speeds
3. The front suspension kneeled severely on heavy braking
4. The Cylinder Heads had a tendency to crack
5. The economy was around 28 mpg compared with 34 mpg



BMW 520i Engine compartment

After several re-designs the 528i finally became a worthy alternative.

My car was purchased new in 1978 from the last shipment of the 520i. At the time there were very few Independent suspension, fuel injected, overhead camshaft cars, available on the Australian market.

The 520i spins very smoothly at well over 5,000 rpm. The car can easily do 160 km/h with driver and one passenger. It has dual anti-roll bars, steel wheels that never collect brake dust and large self wrapping rear drums that can lock the back wheels for a handbrake U Turn. The front wheels each have dual hydraulic pistons in case of a circuit failure. The ride is soft and steady, although independent suspension is never ideal for



Early Club Tour at Yallourn (Photographer at left Murray Turner, My family & car third from left,)



towing. It has real Bumper bars and Stainless steel body trim. Parts are still available from Germany, despite the car being over 40 years old.

Over the years I have made many improvements to this car using mostly BMW or Bosch components. The main ones being: a 5 Speed Gearbox, Electronic Ignition, Viscous Coupling Fan, Stainless Steel Muffler, Security System, Low Water Indicator, Aircon Idle Control, etc.

The Club was formed at a time when BMW's were not common in Australia, and Engineering of this calibre was unavailable to the common motorist.

It was mainly a social club because few members could afford to risk their cars with motorsport.

After 40 years the 520i has proved to be everything I expected, with only minor maintenance, which I could easily do at home in the garage.



Comparison of 4 and 5 Speed Getrag Gearbox

A Very interesting **DESIGN TALK** **BY CALVIN LUK**

Written By: Tony Whelan

On Friday 7th June 2019, BMW Group Australia invited members of the BMW Clubs from around Australia to their headquarters in Mulgrave to join them for a talk and afternoon tea with Calvin Luk.

Who is Calvin Luk I hear you ask? Well, he is an Australian born automotive designer working for BMW AG. He is one of the youngest exterior designers within the BMW group and has worked for BMW since 2008.

Luk is an Australian of Hong Kong descent and got his automotive inspiration from his parent's E36 BMW 3 series. Calvin studied first at the University of Technology at Sydney before applying to the prestigious Art Centre College of Design in Pasadena, majoring in transportation design, after getting advice from a BMW executive.

Luk is known for his work on the BMW X1 F48 design, the BMW 1 Series F20 LCI exterior design, the BMW X3 G01 exterior design, and the BMW Z4 Concept which became the production model Z4 recently released in Australia.

On the day, after outlining his achievements above, Calvin started drawing the Z4 on a computer. Starting with the headlights, the "eyes" of a car. Moving on to the grille, bonnet and screen. Designers liken these areas to the face of the car which everyone relates to first when viewing a new vehicle.

This is the first BMW to have a change to the "kidney grille" slats to be more "mesh" like. As well as the first to have vertically stacked head light elements, rather than horizontal, as in previous BMWs.

He explained how they use fold and crease lines in the bodywork to draw your eye along the side to the rear of the car, including other design elements such as the air grilles, immediately behind the front wheels.

Calvin outlined that various groups within the BMW Design Group were competing against each other for the right to proceed to the next stage of putting their design into final production. Fortunately for him, the management at BMW AG fell in love with his design of the new Z4 and allowed him to continue leading the final design group.

Being an architect, I found this sketching work on the computer fascinating, as what he was drawing on his computer was being displayed on a couple of big





screens for all to see. I would love to be able to have his sketching ability for drawing and rendering buildings.

Finally, there was a brand new Z4 in the room for us all to pour over and Calvin claimed that the Z4 M40i can actually lap the famous Nurburgring faster than an M2, very impressive for a convertible.

I would like to take this opportunity to thank BMW

Group Australia for affording us the opportunity to get up close and personal to a leading designer within their organisation. I am sure everyone present found the afternoon very informative and we look forward to similar events in the future.



Fabulous evening enjoyed by all
at the BMW Car Club of Victoria Members
meeting at Zagame Autobody
on 1 April 2019.

Written by Andrew Henshall

It was no surprise that quite a number of club members took advantage of a fantastic opportunity to inspect Australia's leading prestige and luxury vehicle autobody repairer: Zagame Autobody. We were actually the very first group to be permitted into their new facility. Our members received a guided tour plus we enjoyed a delicious spread of delights that was definitely more than just the usual light refreshments.

The history of this well-known site in the hands of "Zagame Automotive" started when they acquired the iconic Age Print Centre facility in Westmeadows alongside the Tullamarine Freeway in 2015, and they have until recently used it for storage of stock and for all pre-deliveries. Once things were settled, they then set up "Zagame Autobody" on the ground floor, with approved repairer status from more manufacturers than any other autobody repairer in Australia, including BMW, Audi, Lamborghini, Tesla, Alfa Romeo, Arbarth, Honda NSX, Caterham, and Morgan.

Zagame Autobody is the epitome of prestige and luxury panel repairs providing a level of expertise, never before experienced in Australia: all technicians are factory

trained overseas and use factory approved repair tools and technology including alignment, painting, and mechanical work.

As if the excitement of seeing all of Zagame's new & second-hand stock from the balcony above was not enough, plus being able to closely inspect customers' luxury cars being repaired on the ground floor, we were also shown through their latest operation on the first floor: "Zagame Bespoke".

The brand new Bespoke division focuses solely on providing collision rectification, individualisation, classic-car restoration and enhancement to luxury, supercar and bespoke vehicles. Many work-bays are behind glass, clinically clean, gleaming white like the rest of the building, and more reminiscent of a surgical theatre than a car repairer! Our eyes were instantly attracted to the stunning late 1950s Ferrari 250 Testa Rossa sports car, which was in for body repairs and a complete re-spray following a low-speed collision with a concrete pillar that occurred after brake failure when it was being moved out of its owner's long-term display area. This car is one of the most valuable cars in the world, with good



examples selling in the US\$30 to US\$40 million range! The capital investment in this facility by Zagame Automotive to ensure that it meets customers & manufacturers expectations does not bear thinking about.

Many thanks to Jessica for providing the delicious spread for our members to enjoy and to Steve for leading the wonderful tour. I know that everyone who attended this meeting would again like to thank Paul & Liza Weatherall and Tony Whelan for arranging this once-in-a-lifetime opportunity.





Evolve **Defensive** **Driving** Course

Written by Bronya Kondzior

On Saturday the 4th of May, I was lucky enough to participate in a defensive driving course at Sandown racecourse. I am so grateful as I was gifted this for my 18th birthday from Tony. It was the best present and here is why!

As a learner driver it was truly an enriching experience as it allowed me to gain new skills to increase safety when driving.

The course began at 9am in the classroom which was a session with an objective to increase our awareness of the importance of safety on our roads. This included information regarding road tolls and accidents. This session went for almost two hours and really placed us in a good headspace for driving and made us eager to learn more throughout the day.

The first session of driving involved braking. I initially found this session scary because I had never used ABS before, however after the first run I really enjoyed this session. I can really see a great importance for practicing this skill, as I can now use it if I ever need to in an emergency situation.

We also practiced braking and then quickly changing direction with increased speeds. Driving at 70kms seemed too quick to practice this skill, however it was a valuable experience as I would also use this if I ever need to!

After this activity we were taught about the interior of the car which included: setting up the mirrors, seating position and the steering wheel. I discovered so many things that I would have never known if I didn't attend this course for example the positioning of the mirrors is so crucial however nobody in the group knew how to correctly set them up to increase vision.

After lunch we had some more in class activities and before we knew it, we were back in the car to practice our skills.

I could not recommend this course enough! It was something I wish was compulsory as there is so much crucial information to understand that I otherwise wouldn't have learnt.

Footnote: written by Tony Whelan.

I was pleasantly surprised by 3 items on this day:

1. The way that Dean from Evolve Driving presented the day in such a professional manner. He engages with the participants in a friendly way that gets them really involved with what he is trying to explain to them.
2. Having only ever done these type of event's in BMW's in the past, I was more than happy the way that the Renault, one of the oldest cars present, performed in the emergency situations.
3. The way that Bronya took in the instructions and advice from completing this Defensive Driving Course. As she had only done 80 odd hours of driving prior to this event, I wondered if perhaps it may have been too early in her driving experience. However, she managed all the exercises extremely well and even had to put the emergency braking to the test on the way home when a car pulled up suddenly in front of us in heavy traffic on Kings Way.

Like Bronya said, I have always thought a Defensive Driving Course should be mandatory for all Learner Drivers prior to getting their full license and refresher courses for the likes of me. You can always "teach an old dog new tricks". It is also important to get to know how your car behaves in extreme situations in a controlled atmosphere rather than out on the open road.



Door prizes galore

at the May Members Meeting at Eastern Tyre Centre

Written by: Liza Weatherall

Members were welcomed on the night by Joe Brogno, Manager with each receiving a raffle ticket for the big draw later in the evening. Joe, well known among members as the owner of BM Tech next door, recently opened the new business in premises he previously used for storage.

Eastern Tyre Centre has been transformed into a state of the art showroom and workshop featuring - well a whole lot of high end tyres from Continental Tyres. An amazing Hunter Lever-Less Tyre changer has been installed making sure your new tyres are fitted in an expert manner as well as a Hunter Road-Force Wheel balancer which eliminates all possible vibrations and flat spots on tyres.

After enjoying some delicious nibbles and drinks Matt Rann from Continental Tyres gave a very interesting presentation about the company and its tyres and answered many questions from members about how to get the most out of their BMs tyres.

Joe explained that he had chosen to specialise in German Continental tyres because they are original fitment tyres for most BMWs and are consistently voted "Best Wet Weather Braking Tyre" in the world. Damian Jarvis the Tyre Technician was also on hand to answer many questions as well.

Joe outlined some specials made available to Members for May. He also announced that all BMW Car Club of Victoria Members will always receive 20% off all tyres and a Free 12 months Roadside Assist Membership when they buy 4 Continental Tyres.

Onto the drawing of the lucky door prizes. Congratulations to Trent Rowe (lucky guy) the winner

of the major prize, a full set of tyres. Igo Mischele won the very desirable Continental Esky while 6 other lucky members won a fantastic car care kit.

Many thanks to all the staff from Eastern Tyre Centre for hosting our BMW Car Club of Victoria Member's Meeting and for donating the fantastic door prizes. What a great night. I for one had no idea there is so much to know about tyres!



The BMW Corporate Deal and how to get all the benefits available to you as a member of the BMW Car Club of Victoria when purchasing your new BMW.

1. When purchasing a new BMW at any BMW dealership advise the salesman that you are a member of the BMW Car Club of Victoria and are eligible to receive all the benefits of the BMW Corporate Deal (for full details of the Deal see below links).

2. You will be asked to provide a letter confirming you are a financial member of the BMW Car Club of Victoria.

3. Contact Paul Weatherall (Dealer Liaison City) on email: Dealer_City@bmwccv.com.au who will provide you with the required authorised letter.

Congratulations to all those members who have already taken advantage of this fantastic deal. Hope you are enjoying your new BMW the "Ultimate Driving Machine" - Written by Paul Weatherall



*Complimentary basic scheduled servicing including Vehicle Check, is valid from date of first registration for whichever comes first of 3 years/60,000kms, and is based on BMW Condition Based Servicing or Service Interval Indicator, as appropriate. Normal wear and tear items and other exclusions apply. Servicing must be conducted by an authorised BMW dealer. Consult your preferred BMW dealer for further terms and conditions. **Subject to vehicle availability and only available during the complimentary servicing period. ***To approved purchasers. The above benefits apply to the purchase of a new BMW vehicle and only to the vehicle purchased. Full terms and conditions can be viewed at bmw.com.au/corporate

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Written by David Lumb

Another very enjoyable BMW Car Club of Victoria **Mid Week cruise and lunch**

Continuing the success of our mid week runs 15 members gathered on a rather cold and windy morning at Kangaroo Ground on Thursday 9 May 2019 to begin the cruise to Toolangi.

After a short but picturesque drive via Christmas Hills we arrived at chocolate nirvana, namely the Chocolate Factory at Yarra Glen for a lovely morning tea and the odd chocolate indulgence or two.

The next leg of the cruise was through the scenic backroads to Healesville and then onto Toolangi via Myers Creek Road - a great drivers road with some magnificent scenery along the way.

Finally we arrived at Toolangi Tavern for a hearty lunch, a glass of wine and discussions on all things BMW. The blazing open fire added to the ambience and proved very popular with all.

Many thanks to Ken Lee for organising another great mid week run and lunch.

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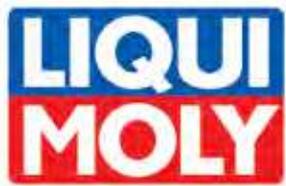
"In regard to the Nationals they were one of the best we have attended in Victoria & the highlights were the night at the MCG & winning our Class in the Show of Excellence. A big thank you to Tony Whelan & Rod Smith & all the others that helped organise the Nationals as both Sandra & I know it does take a lot of work as we have been involved in running three Nationals"

Roger BMW Gold Coast





"Thanks to David and Sheryl and all the volunteers for their amazing work"
Val



BMW's galore and hundreds of people converge on Melbourne for the Liqui-Moly BMW Clubs Australia Nationals 2019 hosted by our great BMW Car Club of Victoria over the Easter Weekend.

Events included: Meet and Greet Cocktail Party, Show of Excellence, Motorsport Sprint Day, Luna Park Dinner and rides, 2 option for a cruise meeting up for Lunch in Healesville and Presentation Dinner at the MCG.



Everything you need to know about

how to obtain and or renew a Club Permit for your treasured BMW

BMW Car Club Victoria, Club Permit Registration Procedures July 2018

Refer to BMWCCV Club Permit Registration Policy for general requirements.

We recommend you further read the full Vicroads requirements on their website at:

<https://www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit-scheme>

The BMWCCV have nominated Rod Smith as the Authorised Officer, to perform the Vehicle Inspections, maintain the Club Register including a Register of Photographs of each vehicle.

Process for obtaining a new Club Permit

The process for obtaining approval from BMWCCV & necessary paperwork for Vicroads is as follows:

1. Meet the criteria above by becoming a financial member of BMWCCV &/or ensure your membership is up to date.
2. For vehicles post 1st January 1949, obtain a Certificate of Roadworthiness (RWC) for the vehicle, not more than 28 days old.
3. For vehicles pre-1949 vehicles, a Certificate of Roadworthiness (RWC) can be provided or the club, at the discretion of the BMWCCV Authorised Officer, may conduct their own safety inspection based on Vicroads' guidelines.
4. YOU must download from Vicroads & fill in:
 - "Vehicle eligibility and standards declaration for club permit vehicles"
 - "Club permit application"
 - Forms can be download here: <https://www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit-scheme/get-a-club-permit>
5. Provide 'Proof of ownership' of the vehicle i.e. original document showing applicants name as the owner.
6. Take digital, dated photos as follows:
7. Front, taken straight on at the front of the vehicle.
8. Rear, taken straight on at the rear of the vehicle.
9. Driver's Side with door closed, taken straight on at the side of the vehicle.
10. Driving Position, taken on an angle through the driver's open door showing seat, steering wheel & dash.
11. Under bonnet showing engine bay.
12. Compliance Plate or any stamped chassis VIN or engine number.

All photos are to be sent or emailed to me at merchandise@bmwccv.com.au as individual dated, jpeg files.

Then, you will need to send all the completed forms to BMWCCV Authorised Officer, Rod Smith at PO Box 507 Port Melbourne 3207, including the RWC & dated photos of the vehicles (as above), together with a stamped, self-addressed envelope and all paperwork will be signed & returned to you so you can take to VicRoads to complete your registration.

OR

Contact BMWCCV Authorised Officer, Rod Smith to arrange a time to bring your car for inspection, together with both your pre-filled forms, to take photos, and sign all forms as required.

Once the BMWCCV Authorised Officer has approved your car & signed all documents, you will need to take all the paperwork to Vicroads to obtain your plates and logbook.

After new Club Permit Registration is obtained, you are required to advise the BMWCCV Authorised Officer (Rod Smith) of your Registration number and expiry date.

Registration Renewals:

For renewals of existing Club Permit Scheme registrations, the following criteria must be met:

1. Club Permit renewal applications cannot be signed if more than three months (90 days) after the expiry date of the previous club permit. These will not be accepted by Vicroads and will require a new permit application as above.
2. Applicants for a Club Permit renewal must be a financial member before submitting a renewal application for signing and must remain a BMWCCV member for the full period of the registration.
3. As per BMWCCV policy, the car (and member) should attend a club event at least once a year & have their logbook signed by a Committee member. You will be required to show evidence of this at the annual renewal by presenting your signed Log Book. Alternatively, you can have your car inspected by one of the approved club officers at time of renewal.
4. Club Permit Registration renewals must be signed by the BMWCCV Authorised Officer or one of the approved BMWCCV signatories. The current approved club officers & signatories are:
 1. Rod Smith (Port Melbourne BH, Altona AH) 0418 532 610
 2. Jeff Murdoch (Keilor) 0412 335 365
 3. Phil Logan (Bentleigh) 0407 555 189
 4. Ken Lee (Kealba) 0403 984 320

Or, you can send all the completed renewal form to BMWCCV Authorised Officer, Rod Smith at PO Box 507 Port Melbourne 3207, together with a stamped, self-addressed envelope to have signed and returned to you so you can take to Vicroads to complete the renewal.

If you have any questions, please contact: Rod Smith, BMWCCV Authorised Officer at: merchandise@bmwccv.com.au or phone: 0418-532610

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Very popular **Port Nepean cruise** and lunch at the picturesque **Portsea Hotel**

Written by Janice Perrett

On the last Sunday of March we awakened to a cold and rainy day after a long spell of warm dry weather. Obviously Tony Whelan's direct line to God must have been temporarily down. It usually ensures we have near perfect conditions on the trips he organises, no matter what the Season.

There was a large attendance of about 50 members on the day. Some heading directly to our lunch venue, but most assembling at the BP Service Station, Baxter, for coffee and a chat before venturing on our cruise to the Portsea Hotel

The distance would be about 40 kms as the crow flies. As usual, Tony had planned a more appealing route over 90 kms of interesting roads. It was raining as we formed a large convoy of assorted BMW's and started on our journey. It continued to pour down and reached its maximum at Arthurs Seat where visibility was virtually nil. As we travelled through Red Hill South, Main Ridge and Shoreham, things improved and the weather was clearing by the time we arrived at Flinders.

We all parked our cars and took a short walk looking for refreshments. Some settled for coffee, but many were spotted with ice creams and bright pink carry bags of chocolates purchased from the Chocolaterie & Ice Creamery in the main street. Back to our cars we then continued our cruise along the Mornington Peninsula. We travelled through Cape Schanck, Fingal, and Blairgowrie to our luncheon destination.

It was raining again as we arrived at Portsea. This didn't dampen our spirits as we jostled for car parking spots before entering the historic Portsea Hotel. It was established in 1876 and was always an iconic landmark on the peninsula. It remains so, with even more appeal after a major revamp in 2018. Located on Port Phillip Bay with spectacular views, it was a picturesque location for our excellent lunch.

We settled at the long tables reserved for the club and the warmth of our shared company was in contrast to the outside weather. One gentleman at our table stepped briefly outside and decided not go on to the Quarantine Station, but return to the comfort of the hotel. A few more followed his example and stayed on for drinks and coffee, while some others began their journey homewards.

The more adventurous and braver amongst us drove on to the Point Nepean National Park to view the Quarantine Station. They then boarded a shuttle bus to Port Nepean where they explored tunnels, forts and gun emplacements. A rare opportunity to visit military fortifications dating back to the 1880's.

The day was a huge success. Many thanks to Tony and others who put so much time into organising these cruises for the enjoyment of members.

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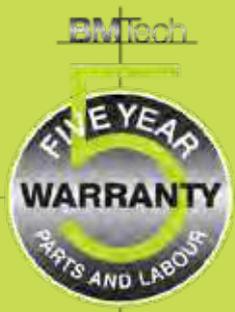


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Spectacular views of the iconic MCG stadium under lights at the fabulous **Liqui-Moly BMW Clubs Australia Nationals 2019 Presentation Dinner.**



It doesn't take much effort to say "another Nationals has come and gone and everyone had a fabulous time" however the effort on the part of the organising committee over the preceding years was nothing short of extraordinary and before writing any more I'll take this opportunity to, on behalf of BMWCCV and those who attended, thank them all for their personal & considerable (unpaid) time and effort to make this "historic" Nationals the success it attained.

I would also like to take this opportunity to thank our valued sponsors Liqui-Moly, Shannons and Southern BM for their generous support of events held over the weekend. Last but not least a big thank you to the many BMWCCV Members who volunteered their time for the Show and Shine and Sprint Day held at Sandown. It was a huge effort from all concerned.

I say historic because after decades the Nationals of 2019 was the last to be conducted over Easter. Many moons ago Easter was a great time for car clubs to hold their national meetings. However, the only constant in life is change and Easter has become the "wrong" time – family commitments now preclude many members and the resultant issues are exacerbated by the premium costs of fuel, accommodation, restaurants and travel.

Many took advantage of the interesting tour of the National Sports Museum that's holds a vast collection of sporting memorabilia downstairs at the MCG prior to arriving at the impressive Jim Stynes room upstairs for dinner.

After a sumptuous (albeit expensive, being a Easter Sunday public Holiday) repast, trophies for the various classes in the Show of Excellence and Sprint were presented to the well-deserved winners, by Rod Smith (Chair Nationals sub-committee) and Tony Whelan (Nationals sub committee member).

The winners of the Show of Excellence were:

- Class A** - Paul Weatherall F06 Gran Coupe 2016
- Class B** - John Tait E82 135i
- Class C** - Peter Taylor E46 M3 2002
- Class D** - Ian Burke E36/37 Z3 1996
- Class E** - Roger Way E30 325is 1988
- Class F** - Franklin Rozario E24 635Csi 1986
- Class G** - Keith Olsen and Andrew Brien E3 3.0si 1974
- Class H** - Lawrence Glynn 700 1964
- Class R** - Keith Olsen and Andrew Brien E9 Racecar 1972



Written by Jeff Murdoch, Vice President

The winners of the Sprint were:

Neil Kupla,	Class E, 1m:45s
Alex Clarkin,	Class F, 1m:30s
Andrew Oosterweghel	Class G, 1m:31s
Hailong Wang,	Class H, 1m:23s
Keith Olsen,	Class J, 1m:22s
Dietmar Rath,	Class L, 1m:41s

Following these presentations Tony Whelan gave an explanation as to how the “Club of the Nationals” is decided. This includes the number attending, kilometres covered, phase of the moon, angle of the sun at 3pm Easter Sunday and many other factors.

Needless to say one has to be a Rhodes Scholar Mathematician to follow the calculation, however Tony waded through all the numbers and data to conclude that BMW Car Club of Victoria was indeed the “Club of the 2019 Nationals.”

Trevor Dean, Secretary of Clubs Australia and International Delegate, presented the impressive trophy to Rod and Tony.

Our president, Matt Draheim was overseas on business and unable to attend the Nationals so he asked me to make the closing speech and handover to Canberra/

NSW, these clubs will collaborate to be hosts for the 2021 Nationals.

A few weeks prior to the Nationals, Clubs Australia held its AGM, near the end of which I was told that one of our members had won the very prestigious BMW Clubs Australia Award of Excellence, which is sponsored by BMW Group Australia

To put perspective on this award:

- There are 16 approved BMW clubs in Australia.
- At 31 December 2018 there were 4254 members in those clubs.
- Clubs Australia receives nominations from every club.
- So, the winner is one of 16 nominees, selected from more than 4000 people!
- Feedback from Clubs Australia is that it received outstanding nominations.

I was privileged to present the BMW Clubs Australia Award of Excellence 2019 to Tony Whelan; a most deserving winner for the extraordinary contribution he has made to BMW Car Club of Victoria for the past 2 and a bit decades.



Written By Melissa Jewuniewicz

“Jimmy” the treasured JPS purchased in 1981 remains in pristine condition and continues to provide motoring pleasure for the family today.

I remember November 26, 1981 as if it was yesterday (even though I was a few months shy of my 5th birthday). Dad (Dr Valentine Jeuniewicz) and I cruised down High Street on the way to pick up what was to become his lifelong (and dream) car. I remember my first glance at the black and gold exterior of this gleaming No. 42 John Player Special - and then I remember the noise!

Growling, rumbling and unlike anything I'd heard (or seen) before but strangely exhilarating. Dad was instantly smitten too and eager to test its legs on the open road. Much to my white-knuckle terror, he was especially keen to test the accelerator on the Monash freeway on-ramp. This “habit” endured for over 30 years and I always remember closing my eyes (and holding my stomach) as he shifted down a gear or two and approached the freeway on-ramp. To say that Dad loved speed would be a colossal understatement, although he wasn't your typical lead-foot and was both a gifted rally car driver and track doctor at Winton and Sandown in the late 70's and early 80's. BMWs and car racing were enduring passions.

“Jimmy” was also the car I learned to drive in. Our weekend sessions started in the vast car park of



VFL Park circa 1993. Getting behind the wheel for the first time was both terrifying and frustrating. I was determined to drive the car as well as Dad but took a while to master the clutch/gear combination. When I did finally make it onto Wellington Road, I truly understood why Dad loved this car so much.

From the day we picked it up in late 1981, until his passing in mid-2017, Dad loved every second in his beloved JPS (he even wanted to be buried in it)... Needless to say, Dad was super fussy about the “no



food and no pets" rule, which is why he always kept it in immaculate condition.

"Jimmy" now lives in my garage and continues to be a treasured member of the family. Despite the numerous offers, I'll never part with No. 42 and close to 40 years

of weekend drives.

The young man pictured with the racing car is my father Dr Valentine Jeuniewicz. The picture was taken in the early 70's or thereabouts.



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30 years later it's still winning

Written by: David Towe

The chequered flag drops to end another championship and the mighty E30 M3 has bagged another touring car title 31 years after its' first and very successful launch year of 1987.

The gulf in budgets means that those fake newspaper front pages the drivers so proudly display from the podium at places like Bathurst, would more likely resemble a ransom note made from cut up newspaper headlines glued back together again from my budget constraints than the perfectly printed examples of self-promotion the media departments of those professional teams so spontaneously produce. For me, I'd be happy with the former as long as they spelt my name right.

"Towe wins championship" is not something anyone typed too often I would imagine.

I have competed in the championship for the now "Historic" classified Group A Touring Cars for 16 years now and have managed to win it twice in that time. The first time was in 2004 in the ex Tony Longhurst JPS Team BMW M3 in a championship which was then decided on one race meeting but the interest and professionalism of the category; now competing as "Heritage Touring Cars" which incorporates genuine

Group A Touring Cars which were the main touring car category around the world from 1984-92 and Australian Group C Touring Cars (73-84) as well, has risen to a championship which is decided over 5 rounds spanning most of the year. A change of car to the later built ex Richards/Longhurst M3 which was the last car built by Frank Gardner's JPS Team at the team HQ in Terry Hills NSW in 1987 reaped rewards for me. The car still uses the same spec motor the brilliant 2302cc, S14 twin cam, four cylinder screamer but the shell is 20kgs lighter and has newer suspension components that were homologated that year make it a better package overall. We regularly beat the Walkinshaw Commodores, Falcon and Torana V8s at many circuits through the M3's balance of power, braking and handling.

The car is in very original condition with the only real changes from how it was when it took 4th outright at the Bathurst 1000 in 1987 being the fuel cell had to be replaced due to its' age and the ECU has been updated to a Haltech PS100 because no one had the technology to tune the old ECU these days. Still running the Getrag 265 that it ran all those years ago and the

same wheel rims too the car is little changed from those glory days of 1987 and then when the legend Peter Brock ran it in 1988.

Heritage Touring Cars was the first category to officially compete at The Bend Motorsport Park, the spectacular new track in South Australia where we had mixed fortunes over the weekend. It was the first round of the championship and the infield had not had chance regenerate so the howling southerly wind whipped up a fierce dust storm covering the track so badly that you couldn't see the apexes until you were just about on top of them. I managed to not qualify due to an electrical gremlin which was easily fixed back in the pits and then went onto take 4th after starting from the rear of the grid, second in the next race and sadly DNF the third race putting me out of the rest of the meeting with a spun bearing in the engine. It showed me that I had built a fast engine and The Bend is a place I really want to compete at again.

The second round of the championship was at the rescheduled Muscle Car Masters meeting at Sydney Motorsport Park at Eastern Creek where we again had mixed fortunes. We managed to take another podium at a "muscle car" meeting, third outright in a rain hit final race but at the expense of yet another engine. This time there was a slapping noise from number two cylinder and upon stripping it down we discovered deep score marks in the piston and bore. Sadly this was discovered the day we were loading to go to Morgan Park in Warwick for round three so we had to pull out and set our sights on building the third engine for the year.

Round four took us across Bass Strait to a gem of a track called Baskerville near Hobart and a reuniting with former BMWDCNSW club member David Hall who became part of the crew for the weened. The smoothest meeting of the year saw us qualify 2nd and take 3 podiums including a race win from the 4 races held over the weekend. The tight, twisty nature of the track nullified the horsepower advantage the VL Walkinshaw Commodores and the turbo Sierras normally have over us allowing us to compete for outright placings in each race. During a personal photoshoot the day after the meeting, idiot me broke my beautiful Huon Pine trophy by allowing it to slide off the highly polished roof of the M3 smashing into 3 pieces on the main straight. Lesson learned there.

Now with a handy lead thanks to the massive points haul from Baskerville we set our sights on the less desirable horsepower heaven of Sandown in Melbourne for the last round in November 2018. The surprise non entry by the ex Bob Holden Toyota Sprinter for the final round meant that we were pretty much assured of the title with the ex Garry Wilmington Jag XJS only a mathematical chance of beating us. After race 2 for

the weekend where we took 4th outright the Jag's challenge was now ended and we secured the Heritage Touring Cars "Peter Brock Trophy" for Group A Touring Cars, an achievement I'm immensely proud of.

Throughout this article you may have noticed me using the term "we" instead of "I", that's because although I'm the nut behind the wheel of the car, I simply couldn't do it on my own. I have family and a few mates who work as my pit crew for each round and their help is invaluable to a season long challenge.

I need to acknowledge the help of a couple of long term BMWDC members/sponsors whose knowledge and professionalism assisted greatly. Nick Peak from Peak Performance for his problem solving skills and advice, Andrew Schmitt from ALS Performance who has helped with parts and advice and a few of sponsors who've been supporting me for many years now, ADG Welding Supplies in St. Mary's, Gearbox Express in Ingleburn and Peninsula BM in Melbourne for parts and last but not least my own employees at E.S.S. Garage Doors who keep the business running when I'm competing.





Written by Neil McIntyre

Some great driving, fabulous **Silo artworks** and of course plenty of delicious **“eating out”** over the **Queen’s Birthday** long weekend.

We started out on a cold but sunny Saturday morning on the 8th June to meet the BMW Car Club Crew at the Ballan BP service station. We made a big group with 34 people driving in 16 lovely BMs. Unfortunately a number of other sporting events were being held in Ballarat and the Ballan BP turned out to be very busy.

Tony Whelan had taken on the role of tour leader due the Rod Smith being incapacitated due to an unfortunate accident. Consequently, both Rod and Val were unable to join the tour which they had spent a lot of time and effort to organise. Due to the crowd of people at the service station it was decided to drive to Learmonth and doing the information talk there. Learmonth was a lovely setting where we got all the details of our trip and of course the very important first stop, Taltarni Wines.

Taltarni did not disappoint with beautiful views, a delicious morning tea and of course wine tasting; the Sparkling Shiraz was the winner.

The next stop was Murtoa for a Picnic lunch and a tour of the Stick Shed. The stick shed was an impressive timber pole structure with a corrugated roof and walls. It was built in 1941 to store wheat during the Second World War as the export markets had diminished.



It was constructed in 4 months with no injuries during its construction. The shed had a capacity of 3,381,600 bushels (approx. 92,030 tonnes). It was an impressive structure which wouldn't meet the current timber design standards.

The afternoon saw us drive from Murtoa to Rupanyup to see our first silo. Rupanyup's silo art is the work of Russian artist, Julia Volchova. It features the faces of two local sports team members in their football and netball attire. It was then off to Sheep Hills silo, painted by Melbourne artist Adnate; it tells the story of Aboriginal Australians in the area depicting two elders and two children. It was then onto Horsham to check into our accommodation at the Horsham International Hotel (very nice indeed) and then onto dinner at the Bull & Mouth Hotel.

Sunday morning began with a hearty breakfast at the Cheeky Fox Café; with everyone fuelled up we departed Horsham for Brim via Warracknabeal for the first silo of the day. The Brim artwork by Melbourne artist Guido van Helten depicts 4 farmers and was the first to appear in Victoria. The success of the Brim artwork inspired the establishment of the Silo Art Trail.

After Brim it was onto Rosebery silo artwork by Melbourne artist Kaff-eine. She had spent time in the



explained the different types of grain that are grown in the area, predominately wheat and barley, additional crops like canola, chickpeas, lentils and lupins are also grown.

After lunch it was off to the last silo at Lascelles, painted by Melbourne artist Rone. This art work depicts local farming couple Geoff and Merylyn Horman, the family have lived and farmed in the area for four generations. After a good look around at the impressive artwork it was back in the cars and off to Horsham where we had dinner at the local RSL club. After dinner some had tried their luck at the pokies didn't hear of any large wins though.

Monday morning was time to head back home starting with another large breakfast at the Cheeky Fox Café, and a delicious lunch at Mannolias Wine Bar & Café in Beaufort. The club had booked the place out. The food was finger food/ tapas which just keep coming, everyone was well and truly fed. A number of the group were calling in to see Rod and Val Smith in Ballarat, to wish Rod a speedy recovery. Also a big thank you to Rod and Val for organising the trip and Tony Whelan for stepping in to ensure that the weekend ran as smoothly as it did.



Mallee assisting fellow artist with the Lascelles silo. The silo on the left captures a young female farmer while the one on the right is of a contemporary Mallee horseman in Akubra hat, boots and oilskin vest.

It was then onto Patchewollock, this silo was done by Brisbane artist Fintan Magee, it is based on local sheep and grain farmer Nick Hlland in his faded blue flannelette shirt and sun-bleached hair.

Lunch was at the Patchewollock pub most had the roast of the day (chicken or lamb), large open fire in the bar and a chance to chat to one of the local farmers. He



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2019 Garagistic BMW Driver's Cup Standings



Car #	Competitor	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Sub total	Drop rnd	Total	Pos.
43	Jeremy Payne	25	25	-	-	-	-	50		50	1
22	Alex Jory	22	22	-	-	-	-	44		44	2
9	Jesse Bryan	20	15	-	-	-	-	35		35	3
27	Brian Bourke	15	20	-	-	-	-	35		35	3
78	Tim Freeman	18	16	-	-	-	-	34		34	5
55	Simon Shiff	16	13	-	-	-	-	29		29	6
5	Simon Leach	14	14	-	-	-	-	28		28	7
54	Paul Shiff	13	11	-	-	-	-	24		24	8
15	Cameron Hudson	-	18	-	-	-	-	18		18	9
68	Jim west	-	12	-	-	-	-	12		12	10
25	Donovan Mollenhagen	-	10	-	-	-	-	10		10	11

2019 BMWCCV Club Motorsport Championship Rounds and Results.

RND 1 Sandown (17 February)
 David Lumb, Class D, 1m:35s
 Stephen Sergiovanni, Class E, 1m:41s
 Ken Christie, Class F, 1m:29s
 Richard Garvey, Class G, 1m:34s
 Scott McMillan, Class L, 1m:23s *

RND 2 Sandown Nationals (20 April)
 Neil Kulpa, Class E, 1m:45s
 Alex Clarkin, Class F, 1m:30s
 Andrew Oosterweghel, Class G, 1m:31s
 Hailong Wang, Class H, 1m:23s
 Keith Olsen, Class J, 1m:22s*
 Dietmar Rath, Class L, 1m:41s

RND 3 Winton (11 August)

RND 4 Phillip Island (21 September)

RND 5 Sandown (12 October)

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Some interesting history about the origin of the lovely BMW JPS and the JPS Register maintained by Club Member Stewart Garmey

Written by Stewart Garmey



In 1981, BMW Australia (as it was then) teamed with cigarette company John Player Special to field a team of Group C racing cars to compete in the Australian Touring Car Championship. The team was headed by Allan Grice who was also the lead driver. Other drivers in the team included F1 World Champion Denny Hulme, Formula Ford Champion Steven Brook and European hot-shoe David Hobbs. In 1981 Frank Gardner took over as team principal with Jim Richards as lead driver, supported by Tony Longhurst in a team re-structure.

At this time, BMW Australia released a line of road cars to be known as BMW JPS, starting with (it is believed) 70 E21 323i models. No records were kept so all numbers are supposition based on what is known.

The cars featured the iconic JPS livery of black with gold highlights, special Recaro interior and a selection of attractive alloy wheels. One E12, six E24s, 30 E30s and three E28s were built over the duration of the team, 1981 - 87.

The JPS Register is an informal listing of all the cars built by JPS and includes every race car and many of the road cars. New cars are added regularly as they are found. If you own, or know of a JPS BMW model, it would be appreciated if you would contact Stewart Garmey, 0418 730676, to pass on any information on these lovely cars.

Welcome to all new members

Welcome to all new Members	Model	Year
Josie Ince	225i	2015
Mason Zhu and Vicky Zhao	335i E92 X3	2010 2018
Simon Flanagan	328i 3 series No 42 JPS	1999 1981
Steven Bellingham	320d F30 X5 E70 320d F30	2018 2011 2012
Jay Hamill	E30 318i	1988
Lu Tianyi and Hailong Wang	M3 F87 M2	2016 2018
Linda Bayly	135i conv	2010
Seth Levertton	2002 s100rr race bike	1973 2015
Anthony Trantino	E36 M3R	1994
Dietmar Raath	200SX Nissan	2001
Andrew Stafford	M235i conv	2016
Emily Smith	125i	2010
Ryan Birchmore	2002	1975
Edward Sansil	E30 Group A x Paul Morris	1992
Wayne Woodhall	M535i	1998
Ethan Long	435i M 325i Executive M tech	2014 1989
Susan Mayfair	3 series	2000
Paul Dunn	e39 530i csi 3.0	1975
Ian and Ruth Muldeary	730d G11	2018
Iain Mentiplay and Lan Huynh	M3 comp X3	2018 2015
Kurt Choromanski	325is e30 530i e34	1988 1995
Michael Kull	X5M Z4M	2011 2006
Casey McCann	125i	2009
Kurt Fuller	M3	1994
Shilpa Gureja	M235i	2016
Franklin Rozario	E24 Alpina B10 X5 x drive 635csi 6 series M535i M3	1987 2009 1987 1988 2001
Chris Ellis	e39 528i aspen silver fully restored concours car 730i alpine white	1997 1992
Welcome Back	Model	Year
John and Elaine Koene	125i Sport	2013
Jerome, Marie & Sumer Daly	525i e39 735i e65	1997 2004

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