

TOPMarque

2019 Issue 158



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From the President



Dear Members & Friends of BMW Car Club of Victoria

Hope you are all well and managed to keep warm over the winter.

The weather is warming up and there is plenty of opportunities to catchup and get out in your BMW. Please look at the upcoming events in this edition of Top Marque or keep an eye out on the club's website or Facebook page.

During the winter months there has still been plenty happening with members enjoying all things BMW – displaying, chatting, cruising and racing at the following:

July: Xmas in July Cruise
BMW Inter Club Sprints at Winton
Midweek Cruise to Marysville

August: Members Meeting at Neil's Man Cave
Cruise and Lunch to Clyde Park Winery and tour to the Geelong Motor Museum
Winton Supersprint
Mid week Cruise to Warburton
The German Auto Show at St Kilda

Administration wise, at our July Members Meeting the new constitution was ratified and voted as accepted by members. Our AGM is coming up in October, so please look out for the details on this.

Keep an eye out on the website 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



Welcome to Edition 158 of the Top Marque. There have been many fabulous BMW Car Club of Victoria activities over the last couple of months and I hope you enjoy reading about some of them.

Inside you will find a couple of great stories from members about their own BMW passion on pages 6 and 8. There are also more stories about members DIY projects that you may find very interesting on pages 10 and 28.

Many thanks to all those who have contributed content for this Edition and please keep them stories coming.

If you would like to share your own BMW journey in a future edition please do not hesitate to contact me at editor@bmwccv.com.au and I will provide you with some ideas about how to get your story together.

Safe driving everyone.

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What's On

Date 2019	Event	Location
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, 27 October 2019	RAAF Museum	Point Cook
Sat-Tue, 2-5 Nov 2019	Melbourne Cup High Country Tour	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 and Show of Excellence	Deaf School
Monday, 2 December 2019	Members Meeting	Bentleigh RSL
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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Growing up in Denmark in the 1980s meant that any Ford Falcon, Holden Commodore or Mitsubishi Sigma was as likely to drive on the road as Paul Keating was to wear a tracksuit. It just didn't happen. Instead we had Volkswagen Golfs, Volvo 343s, Peugeot 205s and Ford Taunus. My dad had both the Volvo 343 and a poo-brown Ford Taunus. Oh, the memories.

If you were really well off, maybe a regional sales manager, you'd drive a BMW E30 or Mercedes C-class. If all the stars aligned and you worked exceptionally hard, you could drive around in a BMW E28 528i or even 535i. And of course, the wealthy executives with cash to spare would be driven around in a BMW E23 735i. They were rare. BMW was an exclusive brand, reserved for the people that were better than most. Or at least that was what they hoped you'd think. My dad never had a BMW.

As I grew up, the 1980s BMWs stuck with me. They were forever stuck in the back of my head as "the luxury vehicle", even though there were of course many others. But not for me. I'd imagine you'd like to think that my first car was a 1980s BMW too, but no. It was a sad 1992 Fiat Tipo in white with tartan interior. It had a 1.4 liter engine that went from 0-100 in about a week and a half. It was dreary.

I had to move to Australia to even get close to owning the classics I wanted. And I kinda "fell" into it. The

family needed a cheap commuter car to drive 84km to work each way, every day. But instead of getting a Commodore, Falcon, Magna or some other poor vehicle out of its tree, we found an almost mint 1984 BMW 318i. Two owners, extremely well looked after and an absolute bargain. Without knowing it, my journey into building my garage of memories had started.

A year or so later, while perusing the online car classifieds, I came across a 1985 BMW E28 528i. One owner since 1987, always garaged and "polished ever Sunday" according to the owner's son in law. Slight catch: it was in Sydney and we had 4 days to get it. The car was in amazing condition, and drove the entire way from Sydney to Melbourne with no hiccups. Except for the heater. Which didn't work. Now I had two Beemers.

Another year passed, and a club member was moving to France, selling everything. Including a 1986 E28. Another E28. But this one was more special. Apart from the M5, the E28 535i was the top of the line in 1986. It had a "sport" setting on the gearbox. It was bronzit beige in colour. It had TRX wheels. Yeah, metric diameter wheels. It had been repainted three years prior, had full leather, had only done 160,000km and looked amazing. Small catch: didn't run. We trailered it home, and after taking most of the engine apart, replaced the radiator, and thrown a bunch of parts at it, it turned out to be condensation in the distributor cap.



Building a Garage of Memories

Written by Lars Klint

Duh. What a beauty though. Did I mention it had TRX wheels? The kind of wheels where tyres are \$800 each. Now there were three mid-80s German classics in the garage.

After deciding to sell the E28 528i (after all, we had two bronzit beige E28s), there was more room in the garage again. And I was missing the last piece of the puzzle. The last part of the trifecta. The illustrious E23. I had been on the lookout for one for a few years. I wanted one that needed “rescue”. Not a “rusted out broken” kind of rescue. A loved after example that needed rescue from wreckers. And I found it. In Sydney again. At only 110,000km on the clock, this beauty had only done about 3,200km per year since 1983. Barely broken in. All electrics working, even the electric head rests and Becker Mexico stereo. Two zone climate control, cruise control and tons of leg room in the back. This was going to be the biggest project of the lot though. A broken rear main seal meant engine out. But I was up for rescuing it. It is currently undergoing heart surgery with all parts of the engine being refurbished and hoses, seals etc. being replaced. Back to three beauties from Munich in the garage.

I now had the trifecta. The three main luxury cars from my childhood, and they are magnificent. Yes, they break and go wrong from time to time. They need some love, some attention and cold mornings aren't the best. But I love them. They are my garage of memories.



A Rare Beauty “Bernadette”

Written By James M Heaney

I first saw “Bernadette”, a stunning 1975 BMW 528 E12 in metallic brown with matching chrome and her alloy shoes sparkling at the European car showroom at Port Melbourne, Australia in the early nineties. My partner at the time told me not to touch her as she’d be too expensive to run. I did the opposite and bought her anyway. I was looking for an old Benz or something European and it had to be from the “old school” smell like leather, wood grain, classic shape, stately looks and of course the bonnet to open the reverse (how sensible) to conventional cars. Bernadette filled the bill. With her long bonnet and short backside (like all good German sports car should be) I fell for her wedge shape so James and Bernadette became an item. My partner also loved her.

In those days the 528 was wholly made at Stuttgart in Germany. The E12 started life in September 1972 as a 4 cylinder and replaced the 1500/200 series. Known as the “new class of cars”. The E12 came to Australia in 1974.

The E12 was designed by French stylist Paul Bracq who joined BMW after leaving Mercedes... the E12 was directly and wholly aimed at the 280 Benz (“First of Fives”). The 528 with its wedge shaped body must have seemed refreshing and youthfull against the boxy Benz at that time.

When I finally brought her home Bernadette was my Sunday car, as I always had a run-a-round car, but also would drive her on week days to clients. We spent long weekend drives and picnics in the old girl she never missed a trick and always had a presence when parked.

She loves to eat the highways and feels at home travelling @140 K but hates the cold until warm. She tolerates stop start traffic and loves a bit of a drink with her 1 ton frame. She’s a tough old bird at the best and worst of times. Bernadette was always reliable and never let me down.

In 2003 I came back from being OS for six months. Bernie was being looked after by family members but she was not exercised. While driving merrily down the freeway with the music on a bright sunny day, windows down, I heard a noise. I look at the bonnet and saw steam coming from all directions. I then looked at the temp gauge and to my shock the temperature was on boiling. She coughed, spluttered and choked. Bernadette died at 29 yo with the

original motor.

It was a sad day as the mechanic driver told me the worst “you’ve cooked the engine”. As I was traveling behind her I was watching her on the back of a truck in all of her classiness, she still looked beautiful even in death. Everybody said “it’s too expensive to get fixed and she’s old, parts are hard to find”, etc etc. The money I needed for her was a problem at the time as I’d just returned from OS, so she stayed at my friends for some months.

Everybody told me the same thing - get rid of her, even the mechanic told me it wasn’t worth it, you’re wasting your money to completely redo the engine from the ground up... so I did it anyway.

I was happy to do it and never regretted it. Bernadette was always a reliable car and besides she’s rare and no one has a car like her and that alone was enough.

Well then the family said “What a good car” the mechanic said “What a good car and a brilliant motor” and sung her praises. He became a fan, and everybody said the car would last another 29 years. Hmmm...

Somebody scratched her in Fitzroy, a trendy suburb of Melbourne, running a coin down all of her left hand panels - it was 1 cm deep. The only car in the street damaged, she was parked near hot sportier cars, Range rovers, but they wanted to damage the old girl. I also had the ash tray pinched and have never been able to get a replacement as it was upholstered with chrome around the edges not available in the country. Parts are getting harder to find.

Bernadette is rarer each year and often people would have a look at her and say nice old BM, or they don’t make em like that any more to that extent. The past BMs and





Mercs are the true German classics and how I expect a European car should be (somewhat lost in recent years blending in this more of the same is best attitude) I have to agree I have no interest in the newer BMs and prefer other makes... It's old BMs for me and the second one is going to be a 2 door ...a rare one again and besides Bernadette needs a partner!

In 2010 Bernadette did get a partner, a 1986 E30 Baur in silver with a complimentary Navy blue roof affectionately called "little Bernie". Both of them are the last of the retro style BMWs. I love the classic lines of these cars as well as all the 70s BMWs. To me this was the golden time when BMW did classic with perfection. Symmetry and well balanced resulting in beautiful proportions. The E30 is an example of this beautiful simplicity.

Bernadette has been a bit of a celebrity over the years with features in Unique Cars, The Herald Sun and Classic and Sports Cars. She has also been on show twice at Doncaster BMW show casing the new 5 series. She has been a bridal car and has a blog dedicated to her.

She is fairly well known around the traps. You'd hardly see an old E12 in that condition with her white shoes on the street corner any time too soon.

Sadly, last year 2018, after sitting in the garage for 4 years

due to circumstances, the water coolant had eaten her insides. She was being readied for a run to Bendigo to the 100 years of motoring run with the BMW Car Club of Victoria when she, with a cough and splatter and smoking like a steam train came to a stand still.

What to do? Should I part with the old girl after 23 years and call it a day and farm her excellent body and interior parts off? Nahhh... I'm into rarity... I'm not into what everyone has. She'll be back.

It took about 8 months as I needed to find the right person because I wouldn't let just anyone touch my old E12. I had someone in mind but they were busy and I would have to wait. I stopped to see Steve Summit who now runs Northern BM. He convinced me he could do the job, I was impressed as he had been building racing motors since he was 15 and he and John looked after the old girl for some time with kid gloves and gave her the respect of an elderly lady. Now she back roaring and ready to go, the old girl feels like she has rockets on her back posterior. Steve must have worked some of that race car magic through her DNA.

Hopefully she'll be around for another 24 years, she'll be 44 this September so the story continues!



AVIN Multimedia Display, a **DIY project**

Written by David Lumb

Photos by Paul Weatherall, Inspiration from Ken Lee and Allan Garrard

Why I started down this path?

I'd been having intermittent troubles with the reverse camera on my 2008 E70 X5 for some time and finally it stopped working altogether. In addition, my DVD disk-based navigation system was also starting to play up.

This led me to investigate alternatives. Just replacing the old suspect video module would be very expensive. Eventually, a decision was made after much investigation on the AVIN multimedia navigation system. It was essentially a retrofit for the existing 'CCC' console display with the added advantages of Apple Car Play, plug & play installation, no coding and retains complete functionality with the existing car systems.

Having received the AVIN package the next step was to assemble a team and get cracking. A number of fellow club members (Ken Lee, Paul Weatherall and Allan Garrard) were interested in 'helping'. Perhaps the clincher was a BBQ lunch with wine.....hmmm

Once the system was temporarily connected and tested, we patted ourselves on the back and stopped work.

My job the next day was then to fit all the cables back into the console and reassemble everything. This proved a much harder task than disassembly and was very fiddly.

Needless to say, once installed, the AVIN multimedia unit is everything and more than I was expecting. In fact, it's given E70 X5 a modern-day update.

Many thanks to Ken, Paul & Allan for their help.

The following pictures and comments give an overview of the removal of the old console display and installation of the AVIN system.



AVIN unboxed



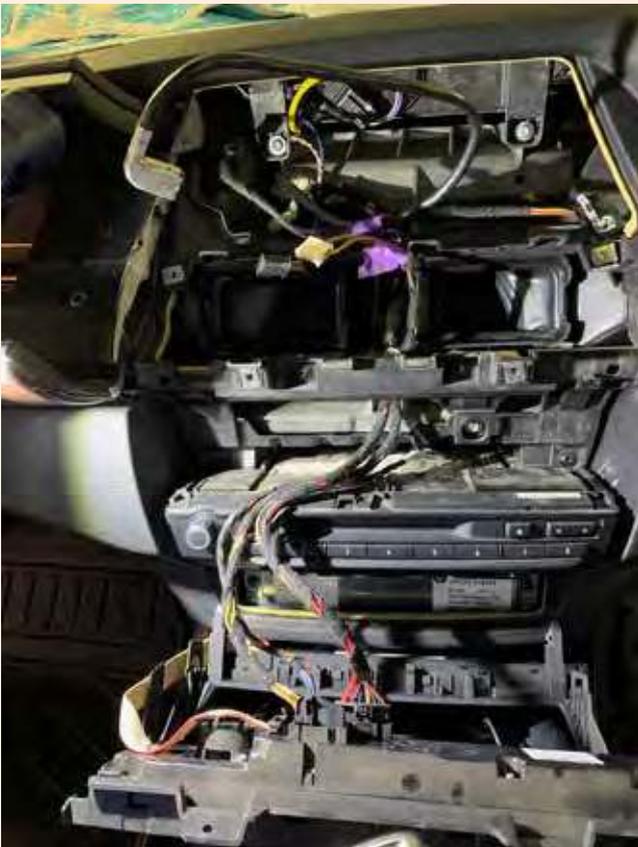
Initial power up and test Hey presto, it all works



Vents and CID display removed



Rear camera in operation. Steering wheel dynamic angle and park sensors fully operational. Tow hitch visible ... great for connecting the trailer.



Climate control panel removed



Reverse camera interposing relay installed just below rear tail light cluster



Rear camera connection to wireless transmitter. Also required a separate 12 volt supply from the reverse tail light.



Picturesque cruise

through the beautiful rolling hills of the Brisbane Ranges

Written by Hans Neilson

It was a fine start to the latest club cruise on a blustery and wintry August winter's morning, except for me, who went to the wrong BP Service centre in Corio (yes there are two) courtesy of the Quick search function on my BMW GPS system, and only just made it in time for the starter's instructions. (Word to the wise, don't use while driving as you will most likely select the wrong address option!!).

By the time we arrived there were some 16-17 cars and their occupants sufficiently fuelled and ready to go. Tony Whelan provided everyone with a map and detailed navigation instructions, and provided a briefing on the planned day's cruise and activities. (Note to the committee, we need to purchase one of those air horn's to attract people's attention in a public place.....the hubbub from the participant's made it a bit hard for Tony to get anyone's attention).

The cruise to Clyde Park Winery was over a 92km circuitous route through the Brisbane ranges via Anakie,

Steiglitz National Park, She Oaks, Maude and Lethbridge. For those of you who weren't paying attention, this is also known as the Golden Plains Shire, which I have to say, I have never heard of before. I saw the sign on the side of the road as we drove by. Interesting fact, the shire covers an area of 2,704 square kilometres and at the 2016 Census, had a population of over 21,000.

The cruise was through beautiful rolling hills and pasture land, and sufficiently off the beaten track, that one could enjoy the pleasure of driving your piece of German engineering in a variety of driving conditions. There was a comfort stop at the Recreation Park and Lookout at Maude, where there is a stunning view to the south west, although the wind was a bit much, and after 15 mins it was back into the comfort of the cars and we continued on to the winery.

The Clyde Park Winery is set overlooking vines that are planted on the slopes of the surrounding hills. It is a stunning facility and the food along with the live music, and



the social gathering made for a very relaxing lunch and afternoon.

After lunch some of the group went down to the Geelong Museum of Motoring which proved to be very interesting for those who went. There was another group who chose to stay on at Clyde Park and continue to enjoy the hospitality and the wine!! Back at the car Museum, it displays the history of the various types of Ford Motor cars built in Australia over the years, including many cutaway vehicles and components that were produced by the apprentices as part of their training at Ford. There is also the last car produced at the Ford plant in Geelong on display. Many of the vehicles and displays have been donated by the Ford Motor company, who had a major presence over the years in Geelong. The museum is staffed by current and ex Ford employees, who are obviously very proud of the contribution that their company made to the automotive industry and the local community.

For me it was a bit of a walk down memory lane, as one display was an old dark green 1948 Ford Prefect, identical the one that my parents had when I was born (no jokes please about conception) and a hideous lime green 1958 Ford Consul Mk1, which my parents also bought on 1961. My most vivid memories are of driving in both these cars to Brisbane via the old Newell Highway in the middle of summer. No air-conditioning, so adequate suspension, no seat belts, and a top speed of 40mph. It took four



days!! Those were the days.

Our thanks to all who came on the day and again to Tony Whelan for his excellent work in organising the cruise.

Editors Note: Many thanks to Brighton BMW for loaning Paul and I the amazing X3M Competition for the day. It certainly provided eye candy for all the BMW fans to check out. Thanks also for the donating the lucky door prize won by lucky member Barbara Murdoch.

What a **fantastic day** for young drivers to learn about the basics with the Ricciardo's Racers at Sandown.

Written by Matt Draheim



On a cold and wet Saturday of July school holidays our 14 year old son, Jamie, my wife, and I headed to Sandown for a Juniors introduction to motorsport with CAMS. There was a group of about 12 other teenagers and their parents driving a mixture of cars from a Ford Ranger dual cab Ute to a V8 commodore and one BMW and a MINI!

Ricciardo's Racers run by CAMS is for kids aged 12-17 learning the basics of motor sport building their skills through fun driving exercises in their own cars (usually parents!)

The exercises are designed for small groups to ensure that every child gets a chance to learn new skills from CAMS expert instructors in a safe environment.

After they have mastered the basics of car control, they will be ready to progress to participate in club level

events or just to help with their understanding of car control so they hopefully be a safer driver on the road.

This is a great introduction to driving a car and yes it is based on motorsport however my belief is that it provides a great learning experience for teenagers to understand what can happen on a wet skidpan for example, all in controlled environment.

Jamie really enjoyed the day and did well in the cold and wet conditions which included hail at times !!

Once the participant has completed Level 1 they can progress through to Level 2 and then 3 which includes circuit lapping and learning things such as braking points and apexes.

A great day to learn basic car control for any young teenager whether interested in doing motorsport club events or not – well recommended

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“WOW”

What a man cave!

Written by Liza Weatherall

This man cave has all the essentials any man can only dream of including a fully operational workshop downstairs and up stairs a pool table, large TV, comfortable seating and beer on tap. What more could a man ask for?

At the August Members Meeting Neil one lucky member opened his fantastic “man cave” for us all to enjoy a beer (bubbly for the ladies) some delicious nibbles food and to share all things BMW with fellow lovers of the Marque.

Mathew Askland the head brewer of Bale Worker Project Brewery gave a fascinating presentation on the science of brewing commenting on the tasting of individual brews. Mathew has just completed his PhD in chemistry and works with Neil on the project.

The major brewery project is operated at another site



while Neil prepares his own brews on site.

The impressive work shop downstairs contained up to date equipment to allow for car rebuilding projects and as storage for Neil’s beautiful BMW bike with plenty of room for BMWs as well.

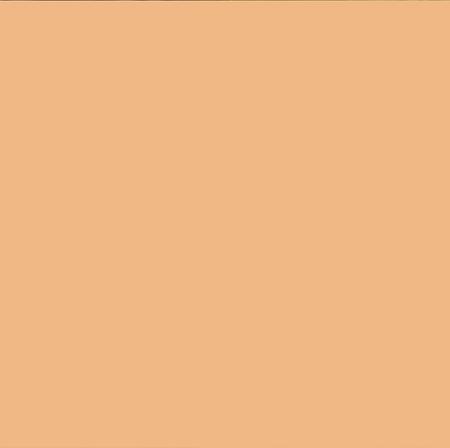
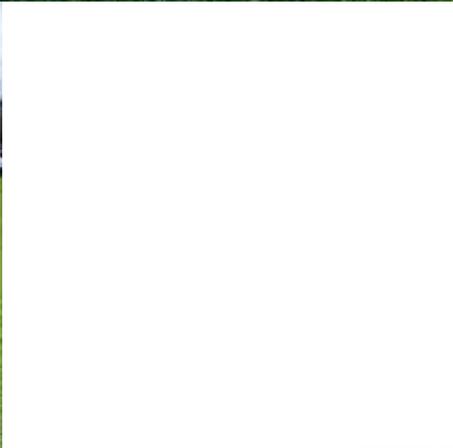
As members wandered around I am sure many were making a wish list of establishing or updating their own “man cave” - I know for sure my man (a real BMW tragic) certainly was.

It was a very different and relaxed Members Meeting experience and was a hit with all those who attended. Many thanks to Neil and Debbie McIntyre for looking after our members so well on the evening.

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What a **glorious day** to bring out and show the treasured Classic BMs owned by many members of the BMW Car Club of Victoria at the **German Auto Show** held on 25/8/2019.

Hope you enjoy the photos.





16 year old Daniel and his Dad, Bert share an exhilarating day of driving at the BMW Car Club of Victoria/Evolve **Performance Driver Training Day** held at Winton

Written by Daniel Forrest

Heading to Winton with a day off school, I knew from the start it was going to be good. A casual hour and a half drive to Winton wearing the usual 5 layers of clothes, it was off to a cold start. Once we arrived and the cars were unloaded, we were given our garage and then told to go to driver's briefing. We were taken through all the basics and then went into some more detail about braking and cornering. We were introduced to our mentors for the day and had the point re-enforced that it was a driver training day and not a race day. We were told to focus on technique and improving our skills rather than trying to get a lap record.

Then it was over to us. We had designated track times that we were with our mentors, then sessions where we were out by ourselves. I was fortunate enough to have my first time out with Ricky who was my mentor for the day. He was extremely helpful and gave me pointers on my lines, braking points and even gear selection. The main thing that I wanted to learn from the day was how to heel toe down change, and by the end of the day I was able to heel toe and change gears a lot more smoothly. I was very glad that I had Ricky with me for the first session because it then gave me something to

work on for the next session.

As Dad and I were sharing my E30 (Frank) for the day the toll started to show on the little car. The stock motor was starting to use oil, and our gearbox seal was weeping. (It was safe to say that we were the only car up on jack-stands before lunch!) Before you knew it we were in to Benalla to get some more gear oil. We raced back to Winton and we were off and going by the next session after lunch.

By this point I was getting more used to the track and practising little things to improve my driving. I had another session with Ricky after lunch where he gave me a few more little tips and said that I was improving, which was a great confidence booster.

At the end of the day I felt like I was driving a lot better and that was due to Ricky's excellent teaching skills. The Evolve driver training team gave professional instructions relevant to the driver's ability and experience - from novice (like myself) to the more experienced driver. I would highly recommend this day to anyone!

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An invigorating **Mid Week cruise** through the scenic Yarra Valley to share an appetising lunch at The **Duck Inn** Cafe on 25 July 2019.

Written by Hans Neilson

Well, I thought that it would just be a nice quiet cruise to Marysville. No dramas, no stress. Instead I found that on arrival at Yarra Glen Bakehouse for a coffee and a chat before we headed off, that because I'm a local, I got volunteered by David Lumb to be the lead driver and take the group on a slightly longer and more winding trip up to Marysville for lunch at the Duck Inn Café. I didn't mind, as I have done the run many times, but the thought of a serious amount of BMW horsepower following me on a slightly damp and greasy road did give me cause for concern.

On departing Yarra Glen, we headed up the Old Healesville Road, past the Chocolatier and along a lovely stretch of road that sits on the ridge line and affords views off to both sides of the Yarra Valley. The road opens up to a 100km/hr speed limit with gentle curves, which allows for the cars and the drivers to warm up and enjoy the driving.

Around the back of Healesville township and out onto the Maroondah Highway, we headed up past the Maroondah Dam and up through the glorious and iconic Black Spur, which would have to be one of the best sections of road to drive on in Victoria. On the day, the road was wet and greasy, and so a certain amount of care need to be taken, although not by the truck coming down on the wrong side of the road, after having missed one



of the corners.....scared the hell out of me. As we came over the top of the spur, a slight mist was hanging around and the rain briefly started. From there it was a sedate run through Narbethong and onto Marysville.

Lunch was at the Duck Inn café and the food, drink and conversation was all good. There were 16 club members and their visitors present, some familiar faces and some new. It was a great day out on a typical Melbourne winter's day.

Our thanks again to Ken Lee for organising the cruise.

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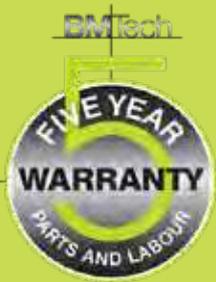


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What I miss about my E46 and what I love about my lovely new 125i Motorsport

Written by Sheryl Lumb

My year 2000 323Ci coupe was in great condition. She'd done just over 110K, had beautiful unblemished white duco and black leather upholstery, electric sunroof etc and had an engine that purred if running on 98 octane.

So why oh why did I part with her?

The E46 was a great supermarket and run about car. Even my placid labradoodle was allowed on the protected back seats. Another positive of a 19 year old car was that, in her later years when the E46 was parked back in our garage, there was less frequent and less intense checking by David for dints, scratches or marks!

Her faults – well I admit that the curbs had jumped out numerous times and scratched the wheel rims! And the 2 doors were quite heavy to open. Our house is on a bit of a slope and the heavy doors falling shut had bruised more than a few friends' shapely shins.

I went looking for another 'supermarket' car that had 4 doors, and in theory, would be one that I would not worry about too much as a daily driver. I first test drove a Hyundai i30 and a Mazda 3. I ended up buying an Executive driven 2016 125i Motorsport from Bundoora BMW. The 125i had just on 7K on the clock. Unsurprisingly, David had a big influence on the purchase as once the zippy little 5 door hatchback was driven, there was no point arguing that the 'others' could even be considered.

The sales and service staff at Bundoora were excellent. Andrew Phan and Mark Taylor, GM ensured the car felt and smelt brand new.

Things I miss about the E46:

- The E46 had electrically adjustable seats, my 125i Motorsport doesn't!
- The sleeker styling of the coupe
- The better visibility of the end of the bonnet. In the 125i the higher bonnet and curvature makes it

harder to see where the front of the car ends so the park distance warnings were really needed for the 125i, before driving off, I have to action or ok several reminders about seatbelts, driver profiles, use of the reversing camera and remember to turn off the auto start/stop function.

Fortunately the E46 is still in the family and my niece is now the proud owner. I wish her many more years of happy motoring.

Things I like about the 125i:

- Zippy, great handling and excellent brakes
- The speed limit display
- The reversing camera
- The side mirrors that can automatically retract
- The iDrive, control display and BMW Connected Drive app – so some complexity is useful .

A lesson I learnt the first week driving the 125i:

I turn off the auto start/stop engine feature when I get in the car. I'm not convinced it's good for the engine long term. When trialing the Eco Pro drive mode, the car turned off unexpectedly when I stopped at a stop light. It's logical that Eco Pro mode overrides the Off state of the Start/Stop feature in order to conserve fuel. But I was not used to that happening so I pressed the Start/Stop button trying to restart the car. The traffic lights had now changed to green. The car did not start. The impatient driver behind toots their horn. I press the Start/Stop button again – nothing. Then I realise the transmission is in Drive so the engine will not start until transmission is in Park. Put car in Park, start it, shift back to Drive and zip away somewhat chastened.

If you have a story to tell about your current or past BMWs, our magazine editor Liza would be very pleased to hear from you.



What was winter going to bring Winton on our Sprint day

Written by Ken Christie

The week leading up to the Sprint event on 11/9/2019 at Winton was freezing to say the least, let alone the prospect of not only showers (including a lot of rain), but potential SNOW on the day, I thought to myself how interesting will this be if it snows on the track, to say that raised a few worries in me was an under-statement. And to make things a tad crazier I had not been to Winton for over 20 years, let alone knowing what the track looked like. That was the context to what turned out to be a super club day at the track.

As the alarm went off at 4.00am to start the day, had a few things I had to do to get the car hooked up onto the tow car and ready to trailer up to Winton.

The day before I had completed my diligent check list and ticked off all the pre-track inspection of my car, including all the oils and levels, did a spanner turn under the car (I mark each critical bolt with a paint mark to see if it has moved since I last went on the track), checked the wheels and tyre pressures and last of all, made sure I had everything I needed to take for the day packed beside the car. Doing this in a methodical way makes me sleep so much better the night before a track day as I do not have to worry about anything bar potential SNOW on the track.

As I said, the alarm went off on a very cold winters day, headed to the workshop and hooked up the car, was now on the road, interestingly the first thing I did when I got up was to check the weather in Winton. Luck was playing our way, weather was not going to snow, but might be a fine day, what a relief.

The drive was a painless one towing the car up, arrived at the track to see all the other club members already at the track, and best of all the sun was shining and the track was relatively dry. David Lumb did a great job organising the day, all of the club members getting on well and chatting non stop about the day and the cars they brought.

Put the car through scrutineering, all went well except I had to attach my camera to the roll cage, the first time this had come up in a pre race check (was worth it as I took 3 mins of in-car footage that was posted on the club Facebook site if you want to have a look). Went to the drivers briefing, sat next to David to get the inside scoop on the day, he gave me all the tips and away we went.

Was fantastic to have all of the club cars in the one group, this allowed everyone to meet together in each heat.

We ran several heats during the day, my M3 ran really well all day, a testament to the quality of the build by BMW, managed to pass the occasional car which was fun, trouble was day went way to quick, would have liked another couple of hours, but still had a 3 hour drive back to Williamstown.

It was as I said, a super day for the club motorsport, another terrific event organised by David Lumb, I would highly recommend it to anyone in the club if they want to give motorsport a go in a safe and controlled environment.

I am looking forward to the next Sprint day at Phillip Island on the 21st of September.

Many thanks to Rob Clark for the great photos of some



members on the track.



Through the picturesque **Yarra Ranges** and up the mountain to the lovely Sky High Restaurant to celebrate **Christmas in July**

Written by Gary and Di Grenda

Early July, in the Dandenong ranges can be pretty dicey with the weather, but we were blessed with no rain at the start thankfully. It was nice to have a meet up destination reasonably close to home, at BMW HQ in Mulgrave. Most usual faces were there, with a few new ones which is nice.

A great array of cars, the highlights being Paul & Liza Weatherall's magnificent new M760i with more leather inside than inside an S&M fetish party and 600bhp+ of V12. Bet it got the old boy's heart racing when the accelerator was pressed to the carpet. Also an interesting looking 240z, with a sexy looking S50B32 M3 engine lurking under the hood, with a level of finish beyond what the Datsun factory would have achieved back in 1972. David Lumb's newly acquired E92 M3 was also a highlight. Such a clean looking car, and David loves to open it up and drive it as BMW intended it to be used.

Off we head through the outer foothills of the Yarra ranges to Gembrook where we stopped for a coffee. There was an interesting car museum with an eclectic mix of old world cars and artefacts. How is he able to keep such items, so the question was asked. Married? No...Divorced? – Erm yes. The chap was a little eccentric, but his collection of stuff was pretty cool.

Rounding up all the troops, we headed to the top of the mountain, past all the Sunday traffic full of people looking lost. I guess being a hills resident I'm used to it. The evergreen 540i performed well, but at the entry to the Sky High lookout, there was a long queue taking forever.

The car got pretty warm. I just fitted up a new radiator and silly me didn't connect the thermo fans! No damage done.

And finally we arrived at the Sky High Restaurant on Mount Dandenong for a much anticipated Christmas lunch.

With an elevation of 633m, it offers magnificent views over the Dandenong Ranges, Melbourne CBD and further to the Bays. Unfortunately the weather was a little overcast and the CBD was hidden by a cloud of fog.

The restaurant was elegantly dressed for a formal function which was upstaged somewhat by Marilyn(Mrs Santa) and a band of Santa's little helpers whose wonderful costumes brought some mid year Christmas spirit into the group.

The carvery lunch of roast turkey, beef and all the usual trimmings, washed down with a few cold glasses of beer and wine was just what we all needed after a full morning of driving. Most of the ladies had their eyes on the dessert bar before we had even started main course.





With the BMW Car Club of Victoria having exclusive viewing platform rights for the afternoon, it allowed our members to have uninterrupted views and photos that were not photo-bombed!

Once again, a huge thank you to Tony Whelan for organising the drive and somehow keeping the group together. A wonderful day spent with wonderful people. Merry Xmas in July everyone.



Why put an **M3 engine** in a classic 1971 Datsun 240Z?

Written by David Fettell

In my previous career before aviation I was a Regional Sales Manager for Castrol and also responsible for motorsport in the southeastern states. This was the heyday of Castrol's sponsorship of the Williams BMW Formula 1 team and the global BMW – Castrol partnership and I was fortunate to be invited to a BMW Advanced Driver Training Course. Being the early 2000's I had the opportunity to have my first BMW driver experience in an E46 M3 at the glorious Phillip Island circuit. To say I was impressed would be an understatement! Apart from the sure footed and precise handling I was blown away by the power and tractability of the engine and was instantly infatuated.

Over the years I had done quite a few engine conversions, mainly carbureted American V8's transplanted into ridiculously small cars but had a hankering for something more sophisticated and I kept recalling my M3 experience and pondering what I could do with such a great power plant. I cast around for likely conversion candidates and kept coming back to the Datsun 240Z as it had an engine bay and steering layout that could accommodate just about any engine and importantly had an appropriate naturally aspirated inline six-cylinder heritage. While my preference for the conversion was the S54B32 engine from the E46 M3 they were the first of the drive by wire and at that time there were only a handful of people who claimed they could make this work outside of the BMW chassis.

There were manual throttle conversions but these were cumbersome and required aftermarket ECU's so I settled on a S50B32 from a 1998 E36 M3 which I imported from the UK.

In early 2010 I found a 240Z locally that had been stripped of all of its paint 17 years previously and disassembled to a bare rolling chassis. It was covered in surface rust and looked terrible but under the surface it was a bit of a gem. Sure, it had rust in all the normal Datsun places, but it was better than most and all the parts were present, boxed and labelled. The added bonus was that it was chassis number 728 so had some significant value as an "early girl" and came with the original matching numbers engine, but this also presented a dilemma as the purists were aghast that I would mutilate such a desirable early car.

If possible, I vowed that I would make the conversion a bolt in that could be reversed if desired. As best as I could ascertain no one had done an S50B32 swap into a Datsun 240/260Z so I was eager to see if the engine would fit. Dimensions I had found online said it should, but I need to confirm before investing any more time and money into the project. The Getrag 420G gearbox that came with the engine from the UK was clearly too big to fit in the diminutive Datsun transmission tunnel, so I sourced a ZF 5 speed from the earlier 3.0 litre E36 M3 which is much more compact. Imagine my surprise when I found that the engine/transmission combination



fitted like it was meant to be.

After fabricating engine and transmission mounts, I could focus on the other upgrades including a stronger R200 differential with LSD, R33 Skyline brakes, MCA fully adjustable coil over suspension and Subaru WRX power steering rack, all in compliance with the Vic Roads VASS engineering standards. I also modified the Datsun fuel tank to accept the high-pressure fuel pump required to feed the M3 engine and built the full exhaust system in stainless steel.

The car was built up to a nearly drivable condition to ensure that once it came back from final paint there would be no need for any cutting, grinding or further modifications that would risk the pristine paintwork and I could now disassemble the car and move on to the restoration process.

I performed the majority of rust repairs but then passed the body onto a reputable restoration panel shop who removed the rear quarter panels and roof skin and had what remained of the shell media blasted. I managed to source many NOS items including front guards and bonnet, and doors from rust free Arizona then over a period of 12 months the panel shop massaged the body back into better than new condition with meticulous attention to panel gaps and fit and applied the original paint code 920 "Safari Gold" Datsun colour.

While the body was at the panel shop, I constructed an

engine test stand and after spending countless hours poring over BMW wiring diagrams to understand what inputs the EWSII security system needed to see I very proudly managed to fire up the engine for the first time using the original DME. Once sure I had a good running engine, I then installed new conrod bearings, ARP rod bolts and Besian Systems Vanos kit for additional insurance.

When the body returned home it was placed on the hoist and the delicate reassembly process took place with all components being replaced where possible or overhauled, painted or plated as required.

From the outset, I envisaged a car that would be a classic in appearance but drove and handled as much like a modern car as possible and had performance that belied its age. At only 1080kg the finished car is nearly 400kg lighter than the E36 M3 donor so not surprisingly it feels and responds like a go kart. I've recently done a track day at Sandown and look forward to taking the car to the Phillip Island circuit where my BMW love affair started. The amazing BMW engine is the centerpiece and highlight and brings a smile to my face every time I drive it.

“Bye Bye Run Flats”

Written by Stewart Adam

When I bought my first BMW, I found run-flats noisy and harsh-riding. Moreover, they became a worry for me. I asked myself what I would do if I was halfway between Melbourne and Bathurst and burst a tyre in a rut in the road. What would I do if I was 150 kilometres or more from a major population centre, and had a less severe puncture but one that even a BMW Mobility Kit couldn't help me with? I concluded I might as well part with the run-flats and promptly sold them on eBay. However, the decision started a chain of purchases to ensure I could stay mobile in the event of a loss of tyre pressure. I still use these purchases today with a later model BMW.

Replacing a wheel/tyre at home was easy enough with a garage jack, jack stand, lifting pads, wheel lug tool to guide heavy wheels on and off, and a rubber mallet to dislodge a stuck wheel (see Image 1).



Image 1. Replacing a wheel at home.

However, to stay worry-free on the open road required a few more items. I purchased an OEM Mobility Kit (Part No. 71100413439) and an OEM Lifting Jack kit (Part No. 71102182448) which came with gloves, chock, breaker bar and torque wrench set to 140Nm (see Image 2).



Image 2. Mobility kit and Car Lifting Kit.

Regrettably, the breaker bar was too short and had to be replaced with a longer bar. Worse still, the torsion

wrench in the kit did not have a right-angled connector to the socket and it too had to be replaced. Another short-coming of the kit was the fact that the bare metal socket needed to be replaced with a soft-skinned Kinchrome version to protect the wheels (see Image 3). I also purchased a Michelin ML-12265 Tyre Inflator which inflates or deflates the tyre to reach the set pressure at the press of a button.



Image 3. Torsion wrench and soft-skin socket.

The most expensive purchase aside from the new sports tyres was an OEM Space Saver spare wheel as shown in Image 4. Unfortunately, even a space saver takes up boot space on a long trip and must be tied in place.



Image 4. Space save spare wheel.

If I was changing from run-flats today, I would choose Michelin Pilot Sport 4S or Continental Sportcontact tyres. Of course, these are but two selections among many, and the final choice depends on the BMW model, driving style and the depth of one's pockets.



Take a look at how easy it is to become **hooked on BMWs for life**

Written by Daniel Moscon

My journey with BMW began in 2007 when I decided that I “needed” a car with a particular level of performance and luxury. I was not dedicated to any one marque at the time. The first object of my desire was a VW Golf R32 until I discovered that a BMW E36 M3 could be had for the same cost. The decision for the BMW was sealed when a friend let me drive his E36 323i. There was something about the way that the E36 felt to drive that convinced me.

I soon came across a 1996 E36 M3 locally owned by a BMW mechanic and made the deal happen, some might say impulsively. Interestingly it was a very early April 1996 build 3.2L version, first registered by BMW headquarters in Mulgrave, and came with an “E36 M3 GT” style spoiler that had the brake light integrated into the bottom section as well as a Remus exhaust.

My passion for the BMW marque slowly developed over time as I drove and tinkered with the car...and did I drive that car! Two epic road trips, one through coastal Victoria and alpine New South Wales and the other around Tasmania, three track days and many local regular cruises and impromptu drives through the Adelaide hills over a 6 year ownership period. I feel that the E36 M3 is the type of car that teaches its owner how to drive. Owing to its capability always being beyond the reach of my driving ability the M3 always had something new to teach me.

Driven by a mixture of economics, perfectionism and curiosity I discovered the huge online community of BMW resources for maintenance, spare parts, repairs and modifications. As I worked on the car more and more myself I gained an appreciation for the design-for-maintenance engineering that goes into BMWs.

When it came time for some suspension repairs on the M3 I fell into the world of modifications. Using the typical justifications of “well I should upgrade this part

instead of replacing with the stock part” and “well while I am replacing one thing I might as well replace this other thing” the end result was a complete suspension overhaul. This completely transformed the handling and appearance of the car.

I enjoy finding local BMW enthusiasts, attending club meets and car shows and talking all things BMW and cars. Car detailing was another passion I developed by virtue of wanting my car to always look its best at enthusiast meetings.

Jumping to more recent times I now have in my possession a 2009 E82 125i, being from the 1 Series coupe range sold in Australia from 2008 until 2013. I promptly joined the BMWCCV soon after acquiring the car 2 years ago. Though not as lairy and less “race car” as the old M3, I feel that this BMW model somewhat continues the spirit of the small coupe, big N/A engine, manual transmission feeding a rear-wheel-drive. If you have spoken to me at club meetings you would probably have heard me opine at length on why the E82 is “the next E30.” The Black Sapphire Metallic paint on my 125i allows for an outlet to express my detailing passion while the tinkering and modifying passion has somewhat diminished.

I am intending to keep the 125i mostly as BMW intended however I have added a BMW Performance Exhaust from the BMW M Performance Parts catalogue, the introduction of which, coincided with the release of the E82 Coupe.

I don't drive my BMW as often as I used to but take opportunities when I can including by joining drive days hosted by the BMWCCV. A highlight so far was the Victorian Snowy Mountains driving event over 3 days in March 2018. I look forward to many more drive days, show and shine events and raising the profile of the little 1 Series coupe within the club.

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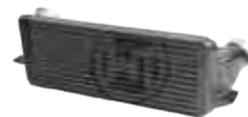


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43	Jeremy Payne	25	25	25	15	25	-	115		115	1
22	Alex Jory	22	22	15	25	22	-	106		106	2
19	Jesse Bryan	20	15	22	20	20	-	97		97	3
27	Brian Bourke	15	20	20	22	16	-	93		93	4
55	Simon Shiff	16	13	18	14	18	-	79		79	5
54	Paul Shiff	13	11	16	12	13	-	65		65	6
51	Simon Leach	14	14	0	13	14	-	55		55	7
15	Cameron Hudson	0	18	14	18	0	-	50		50	8
78	Tim Freeman	18	16	13	0	0	-	47		47	9
68	Jim West	0	12	0	11	0	-	23		23	10
25	Donovan Mollenhagen	0	10	12	0	0	-	22		22	11
7	Rory Plant	0	0	0	0	15		15		15	12
42	Mathew O'Neil	0	0	0	0	12		12		12	13

2019 BMWCCV Club Motorsport Championship Rounds and Results.

RND 1 Sandown (17 February)
 Stephen Sergiovanni, Class E, 1m:41s
 Alex Clarkin, Class F, 1m:32s
 Richard Garvey, Class G, 1m:34s
 David Lumb, Class I, 1m:35s
 Ken Christie, Class J, 1m:29s
 Scott McMillan, Class L, 1m:23s *

RND 3 Winton (11 August)
 Patrick Yien, Class E, 1m:45s
 Jeff Murdoch, Class F, 1m:46s
 Simon Flanagan, Class G, 1m:44s
 David Lumb, Class I, 1m:44s
 Ken Christie, Class J, 1m:41s
 Scott McMillan, Class L, 1m:36s*

RND 4 Phillip Island (21 September)

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 5 Sandown (12 October)

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Welcome to all new members

Welcome to all new Members	Model	Year
Meghan Murdoch & Tim Regard	e46 323ci	2000
	e46 318ti	2004
Danny Ivkovic	M3 MY11 comp	2010
	325ci	2001
	X5 30 d	2011
	525i exec	1994
Mark Hathaway	750i	2006
Danai Holst	325e tc Baur	1987
Victor Vella	e36 conv	1994
Nicholas Holmes	318is	1993
Jamil Moussa	318is	1990
Louis Scarrold	325	2005
Anthony Lane	325i conv	1990
Kuangda Li	M2C	2018
Adele Sommer	Z4 2.5i Roadster	2005
Asoka Ruwandiya	318i e21	1979
	520i e28	1984
	735i e32	1988
Michael Woods	325i e36 coupe	1994
	130i	2008
Paul D'Alessio	325i e36 coupe	1991
	X1	2016
Neil Dumesny	e30 M3	1986
	e24 M6	1986
	5 series	1982
Geoff and Marie Bryant-Smith	640i conv	2017
Michael Andrier	M5	2005
Curtis Dexter	e46 330ci	2000
Julius Olenski	130i	2006
Carla Antolouich	3 series	1989
Geoff Thorp	135i m sport	2013
Michelle Chau	3.0 csi 6 series	1973
David Schwarz and Nicole Harkin	2002	1975
Clare Golding	M3	1994
David Murphy	535i	1989
	X3 M30d	2017
	X5 M50d	2017
William Clark	120	2009

Welcome Back	Model	Year
Luke Coppens	M2	2016

Member Services Directory

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363 Nepean Highway,
BRIGHTON.VIC.3186
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DONCASTER VIC 3108
Tel: 8848 0000

ESSENDON BMW

1 Circuit Road,
ESSENDON FIELDS VIC 3041
Tel: 9086 7200

MELBOURNE BMW

118 City Road,
SOUTHBANK. VIC. 3006
Tel: 9524 4000

MORNINGTON BMW

181 Mornington-Tyabb Road,
MORNINGTON VIC 3931
Tel: 5970 5970

SOUTH YARRA BMW

145-149 Williams Road,
PRAHRAN VIC 3142
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MULGRAVE VIC 3170
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SHEPPARTON BMW

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SHEPPARTON VIC 3630
Tel: 5823 2940

SYMES MOTORS

239-241 High Street,
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GIPPSLAND BMW

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