

# TOPMarque

2020 Issue 160



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Cover Image: BMW GTRS4



# From the President



I hope this Edition 160 of the Top Marque finds you and your family in good health and managing your wellbeing during this difficult time.

It was disappointing that the Club has put all our social activities on hold but it is a small price to pay in helping to maintain social distancing during the current COVID-19 crisis.

You would be aware that the Club recently adopted a new Domain name and this coincided with the release of the BMW Car Club Victoria newly designed Website so if you haven't already done so please take the time to check it out at [bmwcarclubvic.com.au](http://bmwcarclubvic.com.au)

Your committee has moved into the 21st century and jumped that huge hurdle to meet via ZOOM so rest assured we are working to ensure we are ready to reenergise all the activities we all enjoy when this is all over.

We will continue to produce the Top Marque Magazine that will hopefully provide members with a connection to the BMWCCV family during this period of isolation.

Look after yourself and your family and don't forget to look after your car so that you are prepared to resume your normal life and activities once this crisis is over.

Please don't underestimate the emotional pressures on all around us and don't be too proud to reach out if you need to.

Regards and best wishes.

Paul Weatherall

0417 340 153

## Message from the Editor



Welcome to Edition 160 of the Top Marque. I hope you enjoy!

Personally I have been really missing the comradeship enjoyed through the many activities of the BMWCCV family since our events have been cancelled due to the current COVID-19 crisis affecting the world.

I am sure that many of you would have taken the opportunity in social isolation to detail your pride and joy BMWs and I would love to receive some photos of them to be included in the next Magazine. Please take the time to capture a photo of your prized BMWs and send them to me at [editor@bmwcarclubvic.com.au](mailto:editor@bmwcarclubvic.com.au).

If you also find yourself with some spare time you may also be willing to write up your BMW story to share with us as well. If this is of interest to you please let me know by email to: [editor@bmwcarclubvic.com.au](mailto:editor@bmwcarclubvic.com.au) and I will send you some guidelines to assist you in getting your story together. Check out p20 and 26 for a couple of very interesting BMW stories in this edition.

I hope you and your family are safe and are managing under the current lockdown situation and look forward to meeting up with you again at another fabulous event in the future.

Stay safe everyone. Liza 0447 497 777

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# An absolutely brilliant motorsport driving experience

The sun was just peaking over the horizon when I arrived at the Phillip Island Circuit on 7/12/2019 for the 2019 Marque Sports Car Association (MSCA) Come and Try day.

Like many of my fellow BMW enthusiasts who have an M car, the temptation to see what it can do on a racetrack has always been in the back of my mind since purchasing my 2005 e46 M3. I had registered for the event quite a few months earlier and it seemed to take forever for the actual day to actually get here. Ironically earlier in the year I received an offer from BMW Australia to attend one of their BMW Advance 1 Driving Experience – at, you guessed it: Phillip Island. If you ever get the opportunity to attend one of these days I thoroughly recommend you attend – or better still pass the invitation on to me. But I digress.

After following the marshall's directions I parked at the back of the pits and was met by a familiar face David Lumb (BMWCC Motorsport/Driver Training) who was my Group Coordinator for the day. It turned out that there were three other Groups with each group consisting of 24 entrants. (After taking off my shoes and sox I was able to work out that there was a total of 95 not 96 of us newbies nervously awaiting further instructions).

This turned out to be being directed over to the registration table where we received our door numbers, blue battery sticker and a scrutineering sheet. The scrutineers came around to each car and made sure that we had the numbers on the doors, battery triangle sticker near the battery (it was funny watching some participants reading their Owners Manual to try to work out where the battery was in their car) and no loose obstacles in the car. I was ready to hit the track. Unfortunately the co-ordinators had other ideas.

We were herded (I mean politely asked) to assemble in the briefing room where we were welcomed and explained the format of the day. We were going to have four theory sessions and four track experiences, two with an instructor beside us, one in the passenger seat of our instructor's car and one solo on the track.

The theory session consisted of an explanation of the track etiquette, flags and appropriate lines around Phillip Island. I was fortunate to have Tim assigned as my instructor who was a member of the Lotus Car Club and races a Holden. Just kidding he races a Lotus and has done thousands and thousands and thousands of laps around Phillip Island. I was in safe hands, although I am not so sure whether he was feeling as confident in



*Written by Peter Grossman*

and what felt like Tim's lap as we went around left hand corners. I am sure that that Lotus have a floor plan and suspension but it felt like I was sitting only on the track and Tim had skipped the suspension bits to save weight. Fortunately (I mean unfortunately) the car exceeded the noise limit and having been warned earlier in the day that a second infringement would result in being black flagged – well we were black flagged.

The second time around the track with the same instructor was simply brilliant. I was far more relaxed, followed the advised lines provided by my fantastic instructor, noticed all the marshall's flags and got into a rhythm where I felt I was in control of the car and could explore exactly where the limit of the tyres adhesion were and drive right on my limit. Any illusions that I was near the cars limit were cruelly dispelled as car after car



the passenger seat! Tim emphasised that the objective of the day was to experience the thrill of driving our car around the best racetrack in Australia, in a safe and non competitive environment. Gentlemen (and Ladies) start your engines. And we were away. Group 2 with 14 BMWs, 7 Renaults, 2 Subarus and a lone Volkswagon finally were circulating in single file around the track. I remember I had to take the racing line and brake and accelerate and watch the mirrors and keep it smooth and brake deeper and accelerate faster and and ... and ...and..., and then it was over. I knew this because Tim told me to slow down and follow the other cars off the circuit. Apparently there was an official who waved a chequered flag and lots of nice marshalls who had been waving lots of coloured flags – of which I saw none.

Another theory session was followed by the opportunity to be taken around the circuit as a passenger in our instructor's car. While I am only 182 cms tall I had to be folded like a pretzel to fit into the passenger seat of Tim's Lotus race car. For three quarters of a lap I was thrown: back against the seat as we accelerated at a rapid rate of knots; forward against the seat belts when we braked very, very, very late into the corners; into the door when we went around right hand corners



blasted past me on the straight.

The last solo excursion onto the track allowed me to put into place all the information provided by the coordinators, instructor and fellow participants. All in all an excellent introduction to sprint events. A special thank you to Bruce & Petrina Astbury from the MSCA, the over 60 volunteers who attended to enable the day to proceed, David Lumb, Rod Smith and my fellow participants who made the day fantastic. .



# An experience of a lifetime

visiting the SEMA Show in Las Vegas

Written by Ken Christie

In November 2019 I ticked off another item on my life long bucket list by attending the Specialty Equipment Market Association (SEMA) automotive performance show in Las Vegas. I had heard so much about the event, what was on show, how many cars, the number of Performance market vendors and how big it was.

It was much bigger and better than I could have ever imagined, I was certainly not disappointed, and it was one of those once in a lifetime events, that delivered more than I had hoped for. It is a trade-only show so you need to be involved in the automotive industry to attend. As part owner of BM Performance Centre (with Mark who also attended with me) this allowed us to attend the event, without it I could not have attended (so I feel very privileged and lucky).

Our Monday morning flight to LA ran smoothly, we headed off to the Budget car rental at LAX airport for our drive to Vegas, four and a half hours later we arrived at the Luxor hotel, then headed off to get our show registration completed Monday afternoon. The show starts on Tuesday morning with free shuttles running each 15 mins all day, the transport in Vegas is so easy.

I was told that SEMA is the largest show event that Las Vegas hosts each year, the logistics are incredible.

After spending 4 days attending SEMA from the open to close times, I did not get to see all of the show; it was just too big (scary that 4 days passed without seeing everything). As a lover of BMW and European cars



there was so much to see in performance car builds, the latest After Market Equipment, the latest technology and incredible array of special cars.

The common discussion was all about 1,000 HP, the new norm on performance engines, massive Turbo cars with incredible power, I have included a few photos of BMW vehicles and engines in cars, have also posted more on Facebook.

One of the highlights was seeing Chip Foose who built a custom eType Jag for SEMA.

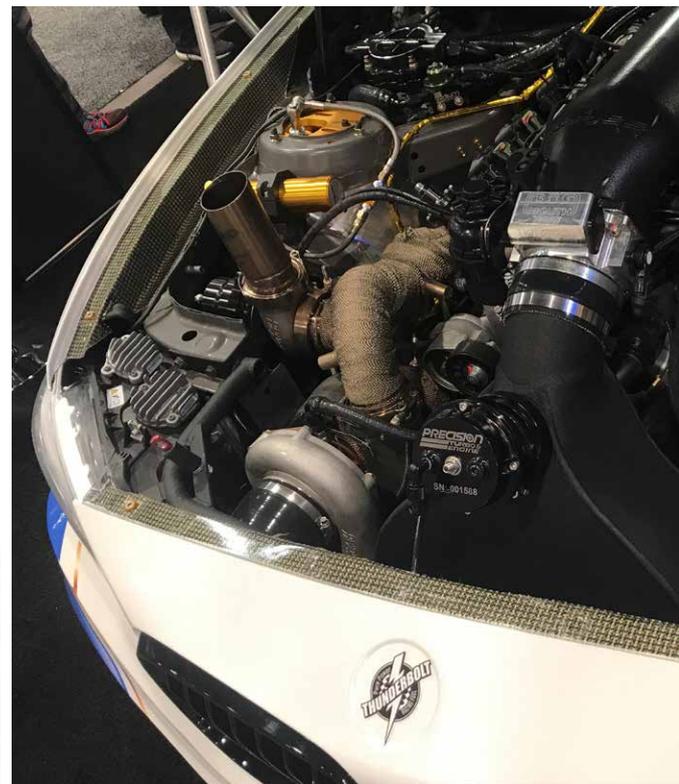
Some of the key stats at SEMA:

- 150,000 attendees from around the world



- 2,500 exhibitors in 12 huge pavilions over 4 days
- 70,000 buyers from around the world
- 3,000 new performance products on display (that is new that year)
- Over 200 celebrity guest appearances
- 2.2 million square feet in size, with over 1,500 vehicles on display

I will have to head back again in a couple of years to do it all again. What a show!!!! My M3 seems really mild and mellow to what was on display, need to add a bit more HP I think.





# Great day at the Show of Excellence and Christmas party

on Sunday 1 December 2019

*Written by Janice Perrett*

Our Show of Excellence and Christmas function was held at Deaf Children Australia, on the corner of St. Kilda Road and High Street, Melbourne. This is a stunning venue with an imposing bluestone building set behind gardens with a curved tree-lined driveway. It was erected between 1866 and 1871 as a place to educate the many children who suffered deafness through disease and accident in the early days of the colony of Victoria. It is of historical and architectural significance with its central three storey section surmounted by a tower and spire above the main entrance.

An ideal setting to gather under the shade of the mature trees on a warm summer's day. It was the first day of summer but it appears no one told the man upstairs. The term "new son-in-law" weather (not what we had hoped for) best described conditions on the day. More like June than December. Luckily, the threatening rain held off for the event and the warmth of our shared company brightened the day.

The risk of inclement weather was not a deterrent to our keen members who had prepared their vehicles for the Show of Excellence. 19 Cars were cleaned and polished to a high standard for judging. It is not always easy and we thank the judges for carrying out their task in such a conscientious manner.

The winners were:

Year 2001-2019	Nathan Shepherd	E60 530d
Year 1987-2000	Rod Smith	E30 325is
Year Pre 1987	Carmel Rozario	E24 635Csi
M Powered BMW	Raoul Slater	E36/7 M Roadster
Best in Show	Nathan Shepherd	E60 530d
People's Choice	Rod Smith	E30 325is

Also on show were 3 recently released BMW Models - 1 Series; M850; and X7. There was an enormous amount of interest shown in this display and we thank Andrew, Baz and Catherine from Brighton BMW for their generosity.

Phil Logan, Jeff Murdoch and Paul Weatherall were



lucky enough to be custodians of these cars over the weekend and were the envy of their fellow members.

In between appreciating automotive excellence, drinking cups of coffee and testing our driving ability, we managed to enjoy a very pleasant lunch. A variety of roast meats were presented with potatoes and an extensive array of salads.

Many assessed their driving skills on the Race Car Simulators. A learning experience for all and a chance for some to display their competitive streak. The fastest time was recorded by Gary Grenda, but a few would have liked further attempts to try and reach his celebrity status.

As usual, it was a good time for members to catch up with one another and share their news and views. Christmas and the coming holidays featured in many conversations.

Later in the afternoon everyone gathered around for the presentation of prizes, before heading home. All agreed it had been an excellent day and looked forward

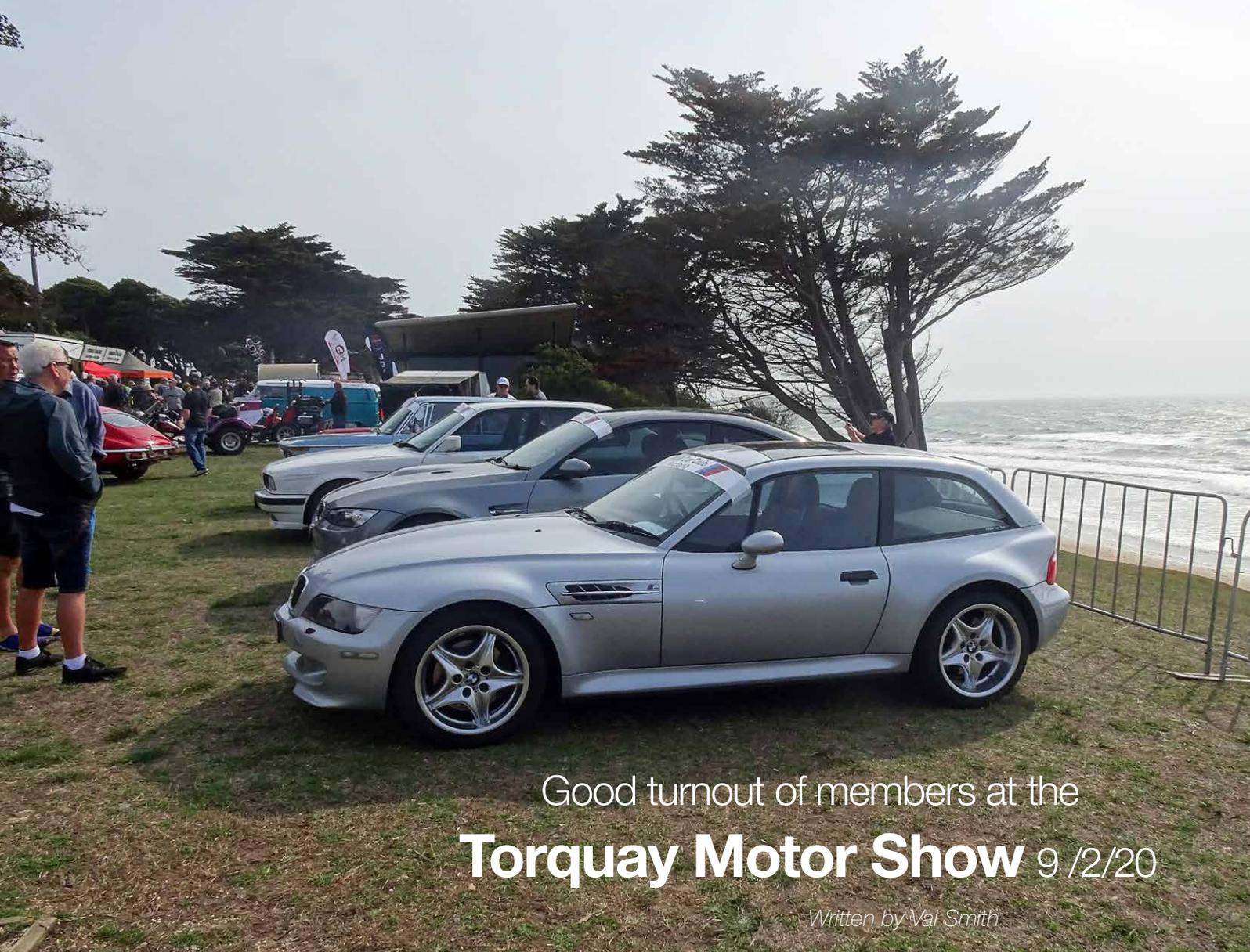
to future events in 2020.

A big thank you to Tony Whelan for organising the function and for donating the Christmas hamper Marilyn Lee received as the lucky entry winner. Thanks also to Brighton BMW for donating the prize of BMW luggage for Best In Show.

We should also thank the Committee Members who always put in so much time and effort to ensure the success of events and the enjoyment of members.







## Good turnout of members at the **Torquay Motor Show** 9 /2/20

*Written by Val Smith*



We had a great run down to Torquay on the Sunday morning of Feb 9th 2020 in our 1990 White BMW Alpina B10 E34 to show it in our club event held every year on the Esplanade at Torquay.

What a beautiful view out over the sea we

had, down at the end (or start depending which way you entered) but this also caused it to be very windy, as we struggled to put up our flags, as we didn't have the shelter of the trees, the wind was coming straight from the sea but the weather was great with no rain and we were able to stand around and meet so many great people who were interested in our cars.

Even though our group was small we had a variety of cars from a gorgeous old Blue 2002 & a red 1600, the Alpina B10 E34, a BMW E92 M3 also Tony's BMW Z3 M Coupe E36/8.

We had a very good wander looking at all the different makes and models from BMW's, Holdens, Fords, Porsche, VW, Jaguars, motorcycles and also some trucks, most cars were presented beautifully and a few I would have loved to own and then there were the rusty authentic unrestored vehicle.

The Rotary club again has done a great job in placing so many cars on display about 460 and with crowd attendance over the 6,000. Also on display was the Repco Brabham T19 race car that Jack Brabham won his 1966 Drivers Championship in.

There were also some rare and unique Motorcycles as well as a 1948 Tucker Torpedo which reputedly is the only one in the Southern Hemisphere.

The Tucker Torpedo won the Outright winner of the show and the only BMW to win was the 1956 BMW R50 Motorcycle which won in the European Motorcycle category.



## A trip down “Memory Lane” with Ron Simmonds.

*Written by Liza Weatherall*

A trip down “Memory Lane” slide presentation and commentary by Ron Simmonds was enjoyed by many at the February Member’s Meeting on 10/2/2020.

In the early '60's Ron had considerable success as a driver in a number of brands including Mini Cooper S and Alpha Romeo and competed at various racing venues in Australia including Rob Roy, Phillip Island, Winton and Sandown.

Later on Ron became involved in commentating at race meets within Australia and was also a guest

commentator at some events in the UK including the Goodwood Festival of Speed.

Ron remains a well known commentator at the Historic racing calendar of events around Australia and still enjoys the odd hill climb at Rob Roy and Rally cross events.

Many thanks to Peter Shea and Tony Whelan for organising this very interesting event.

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**BMWCCV Motorsport  
Sprint Round One**  
at Sandown on  
23/2/2020







Great turnout of Members cars on display at the RACV Classic **British and European Clubs display** at the Yarra Glen Racecourse on 23 February 2020.





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# The changing face of a Member's Ride

Written by Matt Draheim



I originally brought my E30 back in 2005. It was a full road going 325. I brought the car to use for track days instead of using my daily drive. Over the years I have slowly done modifications and updated, replaced or renewed everything apart from the gearbox. Andrew and Jimmy from SouthernBM have assisted all the way along.

Today my E30 has K&N coil-overs, a fully rebuilt M20 motor to E30 racing specifications. Full welded in 6 point roll cage and full race seat. I run upgraded brake pads and rotors and A050 Yokohama R- Spec tyres. It is built to E# Racing specifications and is also CAMS log booked for improved production.

The E30 was originally Red which I ran for nearly a decade at club events before I decided to vinyl wrap in Grime Boss colours back in 2015 that it sported for about 3 years. After this I returned it to red for about a year in 2018. During this time, I was toying over the idea to vinyl wrap in a tribute to one of the E30 M3 race cars from the 1980's.

I had always loved the JPS Team BMW livery from Frank Gardner's Team with Jimmy Richards at the helm of both 6 and 3 series. So, I decided to see if I could make my E30 into a JPS Tribute. I chatted with Steve Richards and David Towe. David owns one of the original JPS M3's that he runs in the historic Group A&C Category and is a member of the BMW NSW Driver's Club. David was a great source of help and was able to secure all the gold decals for me which was fantastic.



Prime Car Care in Oakleigh did the vehicle wrapping. Starting with a black gloss base and the tediously applying the all the Gold JPS decals. The result was

far better than I expected. The few events I have competed in since finishing the project has really had a lot of people coming up to chat about my car and great stories and memories about the original JPS Team BMWs

So now my E30 is complete. The livery is a tribute to the E30 M3 that Jim Richards and Tony Longhurst ran in the 1987 James Hardie Bathurst 1000. That year they took a class win and a 1-2 for the JPS BMW Team and 4th Outright. Also, by way of trivia this was the first year "The Chase" was in place on Conrod Straight at Bathurst. It was also the ninth and last Bathurst 1000 win for Peter Brock (he actually crossed the line 3rd on the day) after the two Eggenberger Motorsport team Sierras that finished 1-2 were disqualified months later. It was also the final year James Hardie was sponsor of the Bathurst 1000 after two decades!



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## On the steps of **The Cathedral**

*Written by Neil Fisher*

On Thursday 27th February, around 25 members gathered for a welcoming coffee and morning tea at the renowned Yarra Glen Bake House. It was great to meet a couple of new members attending their first event as well.

At around 11am, the road tour commenced with a leisurely canter across to Healesville, which was bustling as usual, and then on past the MaroonDAH Dam towards Fernshaw Picnic Ground and up the tight curves of the famous Black Spur.

In complete contrast to our previous Cruise Day over the spur to Marysville back in July 2019, where we encountered drizzle in both directions, this day delivered bright sunshine and with it, that magical filtered light through the towering stands of mountain ash and fern laden glades which make 'the Spur' so picturesque to drive across.

Members who were so inclined were able to have a bit of fun around the curves on a lovely dry road surface before descending down towards Narbethong and beyond to our ultimate lunch destination, the Buxton Hotel. The hotel nestles on the floor of the Acheron

Valley, just a few kilometres shy of the majestic Cathedral Range National Park and its imposing and rugged citadel, 'The Cathedral'.

Appropriately, members' cars formed a parking conga line around the perimeter of the rear carpark where lots of 'car talk' took place, before entering the bistro and bar to slake a well-earned thirst.

Typical of our many country pubs, the Buxton's 'Bucky Bistro' provided a spacious dining room, warm hospitality/prompt service and a wide menu choice where members could opt for local specialities like Buxton Smoked Trout Fettuccine (delicious), while many settled for the Seniors 'Roast of the Day' or that perennial ol' favourite, Chicken Parmigiana. Apart from a good range of tap beers, for those who ventured into wine territory, there were several small local wineries featured, not least of which was a very tasty 'by the glass' offering, 'Little River' Shiraz Cabernet 2016 by winemaker Phil Challen.

In all, this was another very successful and well-supported Cruise Day, with thanks to Ken Lee for his excellent planning and organisation.



# MSCA Super Sprint Championship **Awards night**

*Written by Sheryl Lumb*

Congratulations to Scott McMillan and David Lumb! Scott (pictured on right with Bruce Astbury, MSCA President) won the First Place MSCA trophy in the Modern 3500-4999cc class in his Nissan Skyline GTR and David Lumb won the Classic 2000-3499 class in his E30.

BMWCCV is a member club of the MSCA. Running our BMWCCV Motorsport Championship Rounds with the MSCA is a great way to

participate in very well run Super Sprints while also minimising the Club's motorsport costs. Members can enjoy driving at a variety of circuits and see an interesting range of marques in action. Many thanks to Photographers Karyn Hamer and Rob Clark for sharing your photos.

## BMWCCV Quiz 7

A quiz for techos and acronym whizzes  
Answers to follow later in the magazine, but no peeking!! Written by John Koene and Sheryl Lumb



### Question

1. What is the difference between DSC and DTC?
2. Can you select DTC without DSC on?
3. What is an LCI?
4. What is oversteer, understeer and yaw?
5. What does RSC stand for?



## DIY Club Guru, Ken Lee explains the workings of his Solo Brake Bleeding Kit

*Written by Ken Lee*

Recently I helped a friend bleed the brakes on his E30 using my Solo Brake Bleeding Kit. Even though there were two of us, this system is able to be operated by one person, with no requirement to use the wife/partner/friend to actuate the brake pedal (photo 5).

The system works by gently raising the brake reservoir pressure with a pump (photo 2), then proceeding to the furthest brake calliper from the reservoir and opening the bleed valve (photo 1 & 3). Once the fluid/air stops flowing, shut off the bleed valve and repressurise the brake cylinder, repeat this process, on the same calliper, or another, depending on the amount of brake fluid extracted, or air in the line (photo 1,3 & 4). The whole process is completed when all four callipers are done.

If a complete fluid change is being performed, firstly extract as much of the old fluid as possible from the brake master cylinder using a syringe and then replace with new fluid (photo 6). I remove approximately 200ml of fluid from each rear calliper and 100ml from the front callipers while keeping a careful eye on the fluid level in the master cylinder and topping up when the fluid level drops to half. The same method can also be used on a hydraulic clutch system.

It is important not to let the fluid run out in the master cylinder as this complicates the procedure by allowing air into the brake/clutch circuit. To remove this it will take a lot more new brake fluid to pass through the system to purge the introduced air.

To use this system, a few basic items are required including a bicycle pump with a car tyre fitting, a modified brake master cylinder cap and a collection

container with a suitable plastic tube. The modified cap has a car tyre valve fitted with a rubber sealing washer to maintain an airtight seal once screwed onto the cylinder.

I made the one shown(photo 5) from a solid piece of Nylon although one can be made using a spare original cylinder cap, with minimal machining required. I used a valve I removed from a bicycle tube but similar valves can be purchased on Ebay and Amazon. The collection canister can be a simple plastic water or soft drink bottle with a tube entry hole drilled in the top. The one I use is specially selected to avoid tipping over under the influence of the bleeder tube weight.

I have used this system frequently during my time working on different cars and I have made various caps for Toyotas and other makes. Some cars share the master cylinder reservoir with the clutch and these need careful monitoring of the fluid level by topping up after about a third of the fluid is used.

This kit enables me to change the brake fluid on my BMW 1 series without raising the car, removing the wheels or asking for assistance.

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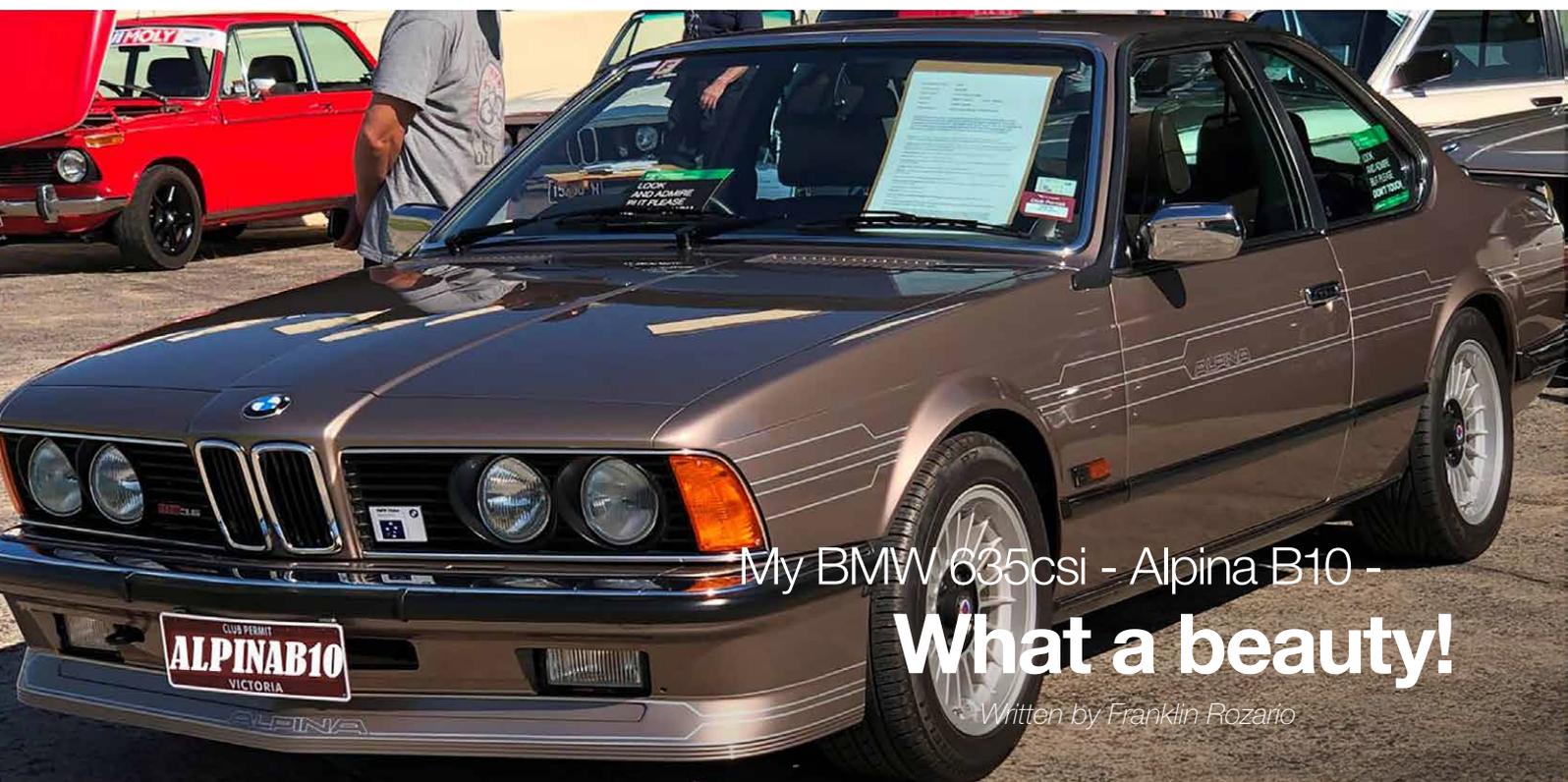


# BM Tech

## Canterbury Essendon

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## My BMW 635csi - Alpina B10 - **What a beauty!**

*Written by Franklin Rozario*

I have been passionate about BMWs from a very young age and my excuse is that it's the first car I could spell. I grew up in Malaysia, and on my second last day at senior school, one of my classmates whose affluent father was a tin miner, drove in a brand new Hennessey BMW 633csi. I was smitten and always had the 6 series on my radar. Whilst at university, I bought my first car, which was a LJ Holden Torana with the obligatory 4 on the floor. I had a couple of other cars before I could afford my first BMW in 1988, which was a 1973 white E9 manual 3.0cs. Soon after, I commenced and completed its 3 year restoration, and it was a beautiful car. However, in 1993, I had the opportunity to own a six year old Australian delivered manual BMW 635csi and seized it. It is Bronzitbeige Metallic and has the factory MTech kit installed. I still have this superb vehicle today as part of my collection.

Three years ago, a close friend of mine alerted me to a BMW 635csi Alpina B10. He saw the car in Brisbane at a club event and said that since I loved E24s, this is and will have to be one of the best ones around. I remembered reading a few articles about this immaculate car and so when the opportunity to purchase it came up, I jumped at it, sight unseen. Together with its history and the Alpina rebuild, with three folders of receipts, two photo albums depicting the rebuild, Alpina books, etc, detailed below is what makes this car unique. They say every Alpina has its story and this excellent and breathtaking BMW 635 CSi synthesises automotive excellence and unmatched dedication – resulting in an immaculate drivers and show car.

This E24 was hand built by BMW in 1986 and

then rebuilt into an Alpina B10 in 1993. The Alpina Conversion was done in Sydney to exact Alpina B10 Katalysator Coupe specifications by former Alpina and BMW Motorsport engineers who were all members of Frank Gardner's JPS BMW Motorsport team. The established contacts with Alpina in Germany simplified the sourcing of parts and information. The car is accurate to B10 specifications in every detail and was built with full knowledge and blessing of Alpina in Germany. All Alpina B10 parts were new and sourced from Alpina.

The body is rare in itself - 1 of 336 E24's imported by BMW Australia (Australian compliance car). It is 1 of 2 in Luxor Beige Metallic body colour and only one with matching Nutria interior. During the rebuild, the body was stripped to a shell and re-sprayed in its original Luxor Beige. When it was stripped to the phosphate dipped shell, the car was confirmed free from crashes and rust. An M6 front spoiler was then added. The commitment to detail and integrity was reflected in the paint application authentically replicating a BMW factory finish, resulting in the gradual growth of orange peel effect moving vertically down the body.

The original unleaded 6 cylinder engine was completely rebuilt to Alpina specifications. The single cam 3.5 litre straight six engine was blueprinted and balanced to Alpina B10 specs. This included increasing the compression ratio from 8.5:1 to 10:1 with Alpina forged pistons. It also received a B10 camshaft. The cam cover is powder coated and etched with Alpina script. All the following is also as per Alpina specifications - transmission is the Getrag 5-speed dog-leg close ratio with short throw linkages, differential is limited slip with



the longer German-spec 3.26:1 ratio to give the B10 its quoted top speed. The differential was stripped and repainted in factory colours. The suspension is lowered 30mm in the front and 25mm at the rear using Bilstein dampers. The suspension was entirely removed, stripped and repainted to factory colours (right down to repainting all the factory paint daubs on bolts, in the right colours and the right places).

A common option for the B10 in Germany was to change to M635CSi hub-ventilated discs and BMW/ATE 4 piston callipers. This was done and all the solid and flexible hoses and lines replaced (including every under body clamp and screw). Both front and rear discs were cadmium plated to minimise the chance of surface rust on the hubs and disc edges. It also has a polished alloy strut tower brace and is fitted with big bore twin stainless less steel exhaust.

When it came to the engine bay, no detail was overlooked. All of the wiring looms were stripped and rewrapped in BMW factory specification cloth tape. Washers, hoses, bottle and motor were replaced, as were bonnet locks and wires, plenum cover, headlight back covers, and the main engine loom. The reason this main engine loom was replaced - the huge rubber grommet that takes the loom into the car was damaged and not available separately except second hand. This was an unthinkable compromise.

The car was re-assembled over a period of months. A genuine period Alpina shift knob and steering wheel were added. The carpet was replaced as there was a tiny tear just at the rear of the centre console. The centre console was replaced and was the last Nutria

coloured console left anywhere on the planet. For the dash, a Nutria/black combo was used because there were no new Nutria coloured dashes available (BMW Australia, USA, Germany, UK all looked for one). When the 6 series was built there was a bi-colour interior option, hence the black dash, sill caps, sun visors and pillars. No second hand parts were used in the rebuild. All parts used were brand new from BMW Australia. The only reproduced parts used were the stickers under the bonnet lid as BMW in Germany could not supply these.

A new front tinted windscreen was imported from Germany as per spec. It also has genuine 5xAlpina 16x8 wheels, caps, nuts and lock nuts. The wheels are wrapped with rubber sizes 225/50 in the front and 245/45 in the rear. It has all the correct genuine Alpina interior fittings, badges, steering wheel, instruments and decals. The interior is full Nappa leather with electric Recaro sports seats, original Becker cassette deck. The boot carpet was replaced and an M635CSi under mat was used to bolster floor height, so a 225/50/16 wheel/tyre would fit. The tool kit was replaced as there was very slight wear on a few of the tools.

Nothing was spared in bringing the vehicle to optimum condition over four years, building it to exact Alpina B10 specification. This car has been honoured with an impressive array of concours awards.

Apart from the two E24s, I also have an E46 M3 manual, an E28 M535i, a R129 Mercedes Benz SL500 V8 quad cam and an E70 X5 as a daily driver. Whilst I do enjoy driving all these different vehicles, I consider myself very lucky to be the custodian of this exceptionally special BMW 635csi Alpina B10.

# Creating BMW Journeys

## Part 1 – Navigation on NBT/CIC iDrives

by Stewart Adam

### Background

A 2020 trip to the LiquiMoly Bathurst 12-Hour GT3 Endurance race set my mind to finding a solution that would fill the need many of us have to build journeys in a simpler method than BMW's NBT and CIC navigation systems permit.

UK and European cars with BMW Connected Drive are able to import journeys using BMW Routes – an interactive route planner which allows owners to easily import routes recommended by BMW, or which they have designed online, into the car's navigation system. Those of us in North America and Australia are not provided with this service. Owners of the very latest cars which allow use of Apple Carplay and Android Auto can simply ignore this article, as it describes the method to bring a journey created in Google Maps into the BMW Navigation system of cars without the latest technology, but that can import a journey from a USB stick.

The method described employs Google MyMaps on a Windows 10 PC, and the Windows route-planning software package Tyre (Version 8) – available for download at <https://www.janboersma.nl/gett/download.php>. Tyre is freeware, although if you are using it a lot, I suggest a PayPal donation is in order.

### A simple solution

In simple terms, when the BMW iDrive system is asked to import a journey from a USB stick, it reads a compressed file created using (Linux) tar.gz – where a tar[ball] is a container for files, and the gz extension means the file has been compressed with Gzip. The file needs to be in a folder on the USB stick in the folder BMWData and subfolders Navigation/Routes for NBT systems and Nav for CIC systems. On my Win10 PC, the USB stick presents as F:/BMWData/Navigation/Routes/yourfile.tar.gz (NBT) and F:/BMWData/Nav/yourfile.tar.gz (CIC) where I created the folders and then



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uploaded the journeyxyz.tar.gz I had created into the iDrive system. Put the journey in both if you are not sure which iDrive system your car has.

The devil is always in the detail, and so the question is how to create/design the journey. Most would be familiar with terms like Start, Waypoints, Destination, and while BMW only talks in terms of Destinations, I will use Waypoints as we walk through the process of creating a journey.

## MyMaps – the steps involved

### 1. Creating a KML file

You will need a Google account. Assuming you have this, you simply log into MyMaps (note this is NOT the vanilla version of Google Maps). There are many help guides on the InterWeb for using MyMaps.

Let's examine a sample Journey – a previous BMWCCV Cruise to lunch at the Korumburra Hotel as shown (in part) in Figure 1. Rather than set out how to do this in MyMaps in this article, I will leave it to you to check out the many support guides.

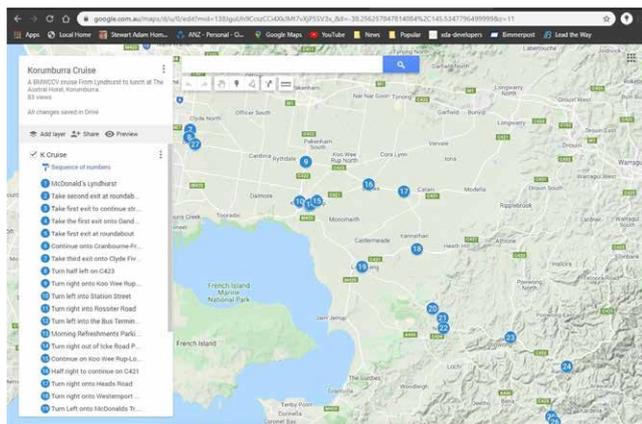


Figure 1. MyMaps sequence of steps to Korumburra Hotel

The next step is important. Having created the sequence of waypoints shown to the left of Figure 1, click on the 3 dots next to 'Korumburra Cruise' (using your map name) and select 'Export to KML/KMZ'. The next selection is to tick the box beside 'Export as KML instead of KMZ'. Does not support all icons', saving the track alone and not the entire map. A KMZ file is a compressed version of a KML file which we do not use.

### 2. Creating a BMW tar.gz file with Tyre

Start Tyre, and then open the KML file you created in MyMaps. Or, you might like to create the entire journey from scratch in Tyre. Either way, once you have the journey created, follow the sequence File >> Save as >> Save as type 'BMW Files (\*.tar.gz)' to your PC storage disk.

### 3. Copy to your USB stick

Next, copy your selected tar.gz file to the BMWData/Navigation/Routes (NBT) and BMWData/Nav/ folders

(CIC drives) you have created on your USB stick.

## 4. Import the tar.gz journey to your BMW NBT iDrive Navigation

In Navigation, and depending on your model/year, it is a matter of inserting the USB stick in one of the USB ports that connect to the iDrive system, then importing under Journeys. Your newly created journey will appear under My Journeys, from which point you can edit or Start Navigation (See Figure 2).



Figure 2. iDrive Navigation Control Display

## Epilogue

There are various ways to arrive at the end point of having an accurate journey in your BMW Navigation system. I am always open to better methods, so if you have one, please PM me on FaceBook. While this method works well with my 2018 car, the risk is yours in its adoption.

If you plan on creating journeys for BMWCCV Cruises and thereby assisting the club's Events Coordinator – Tony Whelan - a good online resource for fuel and comfort stops is provided by VicRoads at <https://www.vicroads.vic.gov.au/safety-and-road-rules/driver-safety/fatigue/restareas-map>.

I next plan to write a Part 2 article on using Tyre entirely rather than involving MyMaps at all. More information about the background for the new version 8 can be found here: <https://www.janboersma.nl/gett/news.php>.

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Car #	Competitor	Qual. Position	Qualifying Time	Race 1 Position	Race Points	Race 2 Position	Race Points	Race 3 Position	Race Points	Total Points	C'ship Position	C'ship Points
43	Jeremy Payne	1	1:38.8948	1	25	1	25	1	25	75	1	25
27	Brian Bourke	2	1:41.2648	2	22	2	22	2	22	66	2	22
52	Simon Leach	5	1:43.6807	4	18	5	16	3	20	54	3	20
55	Simon Shiff	6	1:45.7176	6	15	4	18	18	6	51	4	18
77	Rory Plant	7	1:46.7624	7	14	6	15	16	2	45	5	16
22	Alex Jory	3	1:42.0722	3	20	3	20	DNF	0	40	6	15
30	Jess Bell	9	1:48.8355	9	12	7	14	7	14	40	7	15
54	Paul Shiff	8	1:46.8130	8	13	8	13	8	13	39	8	14
83	Stuart Clarke	12	1:53.4627	10	11	9	12	10	11	34	9	12
19	Anthony Carolan	10	1:49.3155	13	9	10	11	9	12	32	10	11
24	Geoff Bowles	4	1:43.5551	5	16	DNF	0	6	15	31	11	10
40	Roderick Martin	13	1:54.8477	12	10	12	10	11	10	30	12	10
7	Gavin Clarke	11	1:51.8363	11	10	11	10	12	10	30	12	10



# 2020 BMWCCV Club Motorsport Championship Results

The first round for the year at Sandown is done and dusted. A great turnout with 16 of our members competing over a number of classes.

The day was hot and challenged some of our turbo cars. And challenged some of the drivers of older cars without airconditioning!

Everyone came away with a smile on their face after having their adrenaline fix.

Many thanks to the MSCA and Ian Round for assisting drivers throughout the day.

The next round is at Phillip Island....can't wait!

## BMWCCV Sprint classes

- A BMW Standard Under 2.0 litre
- B BMW Modified Over 2.0 litre
- C BMW Standard 2.0 to 3.0 litre
- D BMW Modified 2.0 to 3.0 litre
- E BMW Standard Over 3.0 Litre
- F BMW Modified Over 3.0 Litre
- G BMW Standard M
- H BMW Modified M
- I BMW Racing Under 3.0 Litre
- J BMW Racing Over 3.0 Litre/ Racing M
- L Non BMW Car

## Sprint Championship Rounds 2020

Competitor	Vehicle	BM-WCCV Class	Sand-own	Phillip Island	Sand-own	Tallem Bend	Winton	Phillip Island	Sand-own	Totals	STANDING	
			23-Feb-20	15-Mar-20	18-Apr-20	7-Jun-20	30-Aug-20	19-Sep-20	10-Oct-20		OVERALL	CLASS
Jeff Murdoch	E82 135i	F	10							10		
Darryl Behrendorff	E93 335i	F	9							9		
Simon Flanagan	F80 M3	G	10							10		
Rainer Runge	F82 M4	G	9							9		
Xiao Han	F82 M4	G	8							8		
Hailong Wang	F87 M2 Comp	H	10							10		
Kuanga Li	F87 M2 Comp	H	9							9		
Xiaopeng Gong	F87 M2 Comp	H	8							8		
Ashley Sprague	2002 Race	I	10							10		
Matthew Draheim	E30 325i Race	I	9							9		
David Lumb	E30 325i Race	I	8							8		
Keith Olsen	E92 M3 Production	J	10							10		
Ken Christie	E46 M3 Race	J	9							9		
Scott McMillan	Nissan Skyline R32 GTR	L	10							10		
Mark Higgins	BMW MiniCooper S R56 JCW	L	9							9		
Clive Massel	Alfa Guilia	L	8							8		

## BMW Quiz Answers

### 1. Apart from the middle letter smarties!

Dynamic Traction Control (DTC) is a sub-function of Dynamic Stability Control (DSC) and is optimized for forward momentum eg on a loose surface or snow. Driving stability during acceleration and cornering is limited.

DSC reduces engine power output and applies the brakes on individual wheels. This automated help aims to keep the vehicle on course during oversteer or understeer situations.

The DSC takes inputs from various systems to determine the yaw of the vehicle when cornering, it also takes into account the driver's input such as throttle position and steering angle. The output from the DSC algorithms will vary from controlled application of brakes, engine output and dependant on the model of BMW will make changes to active suspension components and steering position in order to correct the yaw to within target parameters.

**2.** DTC allows larger variation in dynamic parameters than DSC. Although it may seem like the DSC is 'off' under DTC, it is actually still active but doesn't intervene as early to correct cornering issues, etc.

**3.** TBMW terms its mid-cycle update as a 'Life Cycle Impulse' (LCI) which occurs about 3 years after a new generation has been launched. Some refer to an LCI as a facelift. This implies it is cosmetic only but an LCI can involve technical changes such as a new engine or transmission.

**4.** Understeer and oversteer are vehicle dynamics terms used to describe the sensitivity of a vehicle to steering.

Oversteer is what occurs when a car turns by more than the amount commanded by the driver. Conversely, understeer is what occurs when a car steers less than the amount commanded by the driver. This is arguably also dependent on the amount of throttle applied as well.

Yaw describes the rotation of the car about the z-axis. The yaw angle is the angle between a line pointing in the direction the car is moving and the car's x-axis (which is the direction the car is pointed).

**5.** Runflat System Component. BMW's that are factory fitted with run flats have RSC on the side wall of the tyres.

Run flats have reinforced side walls so that the vehicle is still mobile to a degree even if the tyre inflation pressure is lost. With low or no tyre inflation, the vehicle can travel up to 80km/h for a distance that depends on the load and road conditions – a minimum of 50kms should be possible. The recommended maximum distance limitation is 150km.

## Welcome to all new members

WELCOME TO NEW MEMBERS	Model/Year
Timothy Little	3 series 1995.
Glyn Bosisto	Z4M 2007, 140i m 2018
Bernard Vanderveld	e70 40d m sport pack 2011
Toni Watson	645ci 2004
Darryl Behrendorff	X5 sports M 2018 335i 2011
Jesse Wronski	318is 1990 e34 525i 1990
Xiaopeng Gong	M2 competition 2018.
Richard Oldroyd	318i 1991
Paolo Flores	X5 35d 2009, X3 3.0d 2006, 318i 1990
Keith Corbett	E30 325is 1989, E39 M5 2000
Timothy Birchmore	2002 auto 1975
Mark Verheyden	F80 M3 2014
Doug and Tricia Atkinson	325ci 2003
Adrian Koeppler	M5 1999
Michael Campbell	M roadster 2007
Cam Leisk	318i m sport 2003 318i 1994
Jim Lekkas	323i 1984
Ben Royal	E60 525i m sport.
Yao Wang	330i 2018
Nam huu Nguyen	M3 e92 2010
Peter Anderson	0400 169 279 435l conv 2016.
Clive Morris	635csi 1988
Julian Nestola	525 1989
David Momcilovic	e28 528i 1984 e90 320d 2011
Jeffrey Strauss	x series 2.0 diesel 2013 328i 1994
Andrew Pitsikalis	535i 2000
Maximillian Williams	3 series e21 1980.
WELCOME BACK	
Jeannette and Brent Ottley	X5 2002, 318is 1991
George Kantzios	e30 1988
Arthur Papagelis	X50D 2013, E60 2004
Welcome New Associate member	Luuk Zillig

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