

TOPMarque

2020 Issue 162



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Cover Image: BMW 507

From the President



Dear Members and Friends of BMW Car Club of Victoria.

Firstly, I hope you and your families are coping under the current Covid restrictions that are impacting our State. The unprecedented restrictions on our daily life are having a dramatic affect on everyone so please take care and look after yourselves, your loved ones and others in the community.

Your Committee continue to meet regularly via Zoom and are continually monitoring the restrictions very closely so we will be prepared to get back "on the road" and "the track" as soon as we can as restrictions are eased.

After careful consideration the decision has been made to defer the AGM (planned for October) given the current uncertainty around meeting venues and the number of attendees allowed under restrictions. This will allow for the maximum numbers of members to participate in a rescheduled AGM. I will keep you updated.

It is very heartening to note the Club's membership is holding up in spite of the lack of activity and I hope you are finding the "Speed Read" and the TOPMarque are keeping you informed and entertained somewhat. It is very disappointing that we cannot currently drive our great BMs and to share our passions with other like minded members in person but the good times will return, hopefully in the not too distant future.

Looking forward to catching up with you at an event soon.

Paul Weatherall

0417 340 153

Message from the Editor



Welcome to Edition 162 of the TOPMarque. As you are all aware Club activity has been very restricted due to the current lockdown so not much to report on events this time around.

Inside you will find three very interesting stories from members about their own BMW passion on pages 22, 26 and page 31. For the Motorsport enthusiasts there are also some great tips from our Motorsport Captain on page 10.

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 or have an interesting article to share please do not hesitate to contact me at editor@bmwcarclubvic.com.au.

Take care everyone.

Liza

0447 497 777

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What's On

Date 2020	Event	Location
Saturday, 10 October 2020	Motosport Sprint Day	Sandown
Monday, 12 October 2020	Performance Driver Training	Phillip Island
Friday, 23 October 2020	Performance Driver Training	Sandown
Sat-Tues, 31 Oct-3 Nov 2020	Melbourne Cup Weekend Tour	Otways Waterfalls
Monday, 9 November 2020	Members Event at Brighton BMW	Brighton BMW
Monday, 16 November 2020	Performance Driver Training	Winton
Monday, 30 November 2020	Performance Driver Training	Phillip Island
Saturday, 5 December 2020	Motosport Sprint Day	Phillip Island
Sunday, 6 December 2020	Christmas in December Cruise	Big Hill Cafe Bendigo
Friday, 11 December 2020	Performance Driver Training	Sandown

PLEASE NOTE:

Due to COVID-19 restrictions being enforced by the Government, some events and locations are still to be finalised and may have restriction on numbers attending or become members only events.

Keep an eye on your emails for more information as it comes to hand regarding exciting Member's Events that will take the place of the traditional Monday night meetings for 2020.

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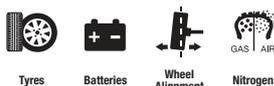

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An insight into a **full restoration** of a **1974 BMW** 2002 Turbo

Written by Liza Weatherall

When Philip Allen joined the Club in late 2018 he had just purchased a completely dismantled 1974 BMW 2002 Turbo in Adelaide and had it transported to Melbourne with a plan to undertake a full Concourse Standard restoration of the vehicle with a target completion time of 12 months.

He then set about organising a team of workshops including Autosprint Motors Brunswick, Bodywork - Concourse Restorations, Geelong South and Unique Auto Interiors, Reservoir to complete the painstaking work of rebuilding the car back to it's original beauty.

While Philip and the Workshops he worked with were very skilled in managing restoration projects having completed 5 in the previous 15 years their combined experiences were more focused on Italian cars as can be seen from the profile of his garage.

To reduce the learning curve for all involved Philip reached out to Doug Read, a long time BMW 2002 owner, Club member and restorer and Doug became the resident "Guru" and guiding hand on the project.

Philip's role in all his restorations is that of the Project Manager and go-between guy who both co-ordinates the activities of the Workshops and liaises with

international Suppliers to ensure the timely delivery of required parts.

The Project progressed smoothly and was completed on time in early October 2019.

Philip is in fact quite a collector a cars having owned many including a 1969 Mercedes Benz 280 SL Coupe, a 1972 Ferrari 365 GTC 4 Coupe, a 1975 BMW 2002 Coupe, 1977 Citroen 2400 GTi Sedan, and a 1982 Renault Fuego Coupe.

His current garage is also very impressive and includes the following:

- 1935 MG PA Airline Coupe,
- 1960 Austin Healy Sprite MK1 Convertible
- 1970 Fiat Dino 2400 Spider Convertible
- 1972 Ferrari Dino 246GT Coupe
- 1974 Lancia Stratos Stradale Coupe
- 1974 BMW 2002 Turbo Coupe
- 1978 Ferrari 512BB Coupe
- 1990 Nissan Figaro Cabriolet
- 2001 Maserati 3200 Coupe
- 2005 Nissan Cube 3 SeVan
- 2008 Morgan Aeromax Coupe





We are long time BMW owners and proud BMW Car Club Victoria Family Members and even more proud to have a daughter who is also a BMW Car Club member who is currently training to represent Australia at the Commonwealth Games in Birmingham in 2022 and the Olympic Games in Paris in 2024 in artistic gymnastics but it's hard to believe that just 15 months an injury left our daughter Sumer's gymnastics dreams up in the air.

Sumer who trains at Waverley Gymnastics Centre, had her gruelling 33 hour training schedule interrupted in March last year after she was rushed to the Royal Children's Hospital with a mysterious infection in her knee.

It was unknown what was causing the problem and led to unexplained pain and swelling around the knee joint. Within two hours of arriving at hospital 13-year-old Sumer was on the operating table for an urgent procedure to treat septic arthritis.

Two weeks (after her surgery) Sumer was back at

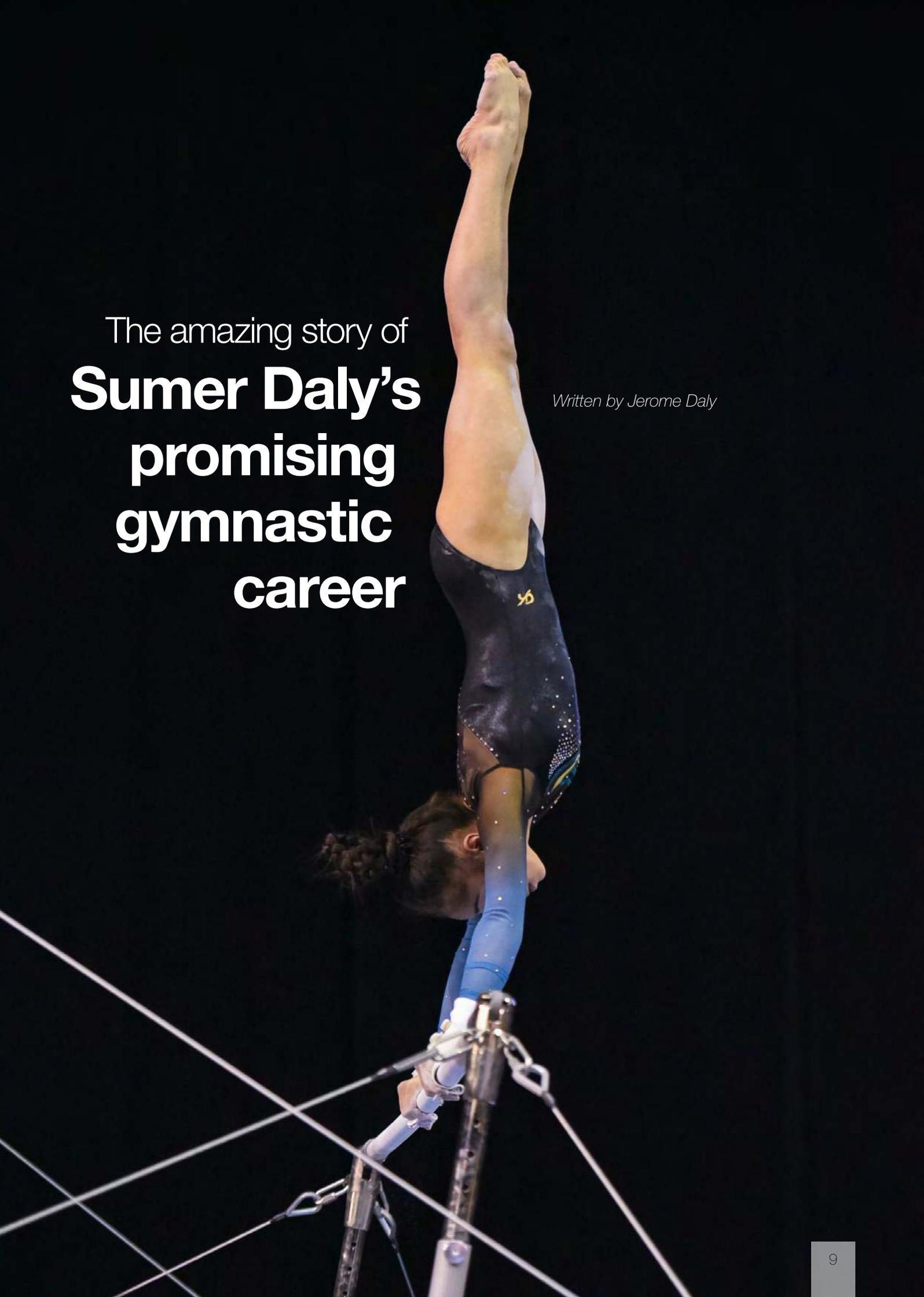
training but it was limited, and she couldn't compete full training routines for months. With the help of her physio team, coaches and Royal Children's Hospital, it took Sumer half a year to get back to full strength.



In January this year, Sumer competed at the Australian Institute of Sport in Canberra and was successful in being selected to compete for the Australian junior team in Montreal Canada, almost to the day of her surgery back in March 2019.

In March this year, Sumer touched down in Melbourne after representing Australia at the L'International Gymnix 2020 competition in Montreal Canada against countries such as the USA, Germany, Canada, Spain and Romania and although carrying a wrist injury placed 10th in the World in Juniors on uneven bars.

As you can imagine 33 hours a week of training over 6 days makes it very difficult to attend events with the club but at some point we will endeavour to try and make time.



The amazing story of
Sumer Daly's
promising
gymnastic
career

Written by Jerome Daly



Track Day Tips from the Motorsport Captain

Before Each Track Session

- Check tyre condition, pressures, brake fluid & pads, fluid leaks, wheel nuts, loose body parts, transponder secured etc
- Remove ALL loose objects. They can be lethal projectiles in a sudden stop
- Fix camera securely if used
- Put on safety gear: helmet, gloves, non-flammables
- Inside the car, check all system indicators: Fuel level, temperature, oil pressure, lights and all electricals
- Adjust your seating position and mirrors:
 1. Shoulders firmly against upright seat back
 2. Knees slightly bent
 3. Wrists fit over the top of the steering wheel
 4. Elbows at approximately 90 degrees when hands are on the steering wheel at the 9 and 3 o'clock position
- Check fire extinguisher is within reach
- Close doors
- Secure seat belt firmly
- Pump the brakes with the engine running. Ensure pedal feels firm and normal

On the Track

- Pump your brakes going down the straight from the pits

- Use the first lap of ANY NEW SESSION to assess the conditions, warm up the engine, tyres and brakes
- Note the position of Flag Marshals
- Watch your mirrors!
- When passing on the straights is allowed, be ready to let people pass:
 1. Indicate which side with a hand signal
 2. Ease off the throttle after signalling
 3. Hold your line
- If you're passing someone, look for the signal, make your move obvious
- If a car catches you in the corners, let them pass. Even if your car is faster on the straights, their lap times may be faster. Let them by so you can focus on your own driving or watch their lines
- Check gauges and warning lights once per lap, on the longest straight
- Concentrate! Incidents often occur when confidence increases after the first session or on entering or exiting the pits

Improving Your Techniques

Focus on driving skills so lap times can improve safely and enjoyably

Change only ONE driving variable at a time

Talk with instructors and other drivers about how they approach various parts of the track

Be realistic about your own and your car's capabilities



Written by David Lumb

Keep your vision up and use reference points

- Look through the corner to the exit and beyond then on to the next corner and beyond. This helps you pick good lines and have more time to make adjustments
- Drive a couple of laps at moderate pace. Pick fixed reference points like signs around the track to use as markers for braking, turn in, apex and exit for corners
- Train your vision to stay high and look well down the track for markers which helps to:
 1. Open up the corner
 2. Accelerate earlier and to flow out of the corner better
- Change your markers as the pace changes or as conditions including you, the car, the track, traffic and the weather change

Braking and accelerating

- Brake in straight lines to maximise tyre grip
- Brake firmly, smoothly and far harder than at road speed
- Modulate braking pressure to stay near the threshold grip without locking the brakes
- At first pick a comfortably early fixed braking marker on the side of the track
- Stay on the throttle right up to the braking marker
- Brake hard at the marker, then brake later

incrementally each lap if you have to come off the brakes too far before you need to turn

1. Try saying 'later' very quickly as you pass the marker then brake hard
 2. If still too early, try 'later, later' etc
 3. Extra late braking will not always mean faster lap times
- Accelerate out of the corner as early as you can by applying partial throttle before feeding it all in smoothly
 - Avoid under or over steer by refining your throttle control
 - Avoid brake fade if the brakes get too hot by easing off in a few corners every few laps
 - Do a slower cool down lap before pitting to minimise the risk of damaging the rotors

Drive good lines

- Use all of the track
- Start out wide, look through the corner to the exit
- Turn in at a point where the curve from your entry position to the apex and on to the exit is as straight as possible. This will vary from corner to corner and also depends on the proximity and type of the next corner
- Turn in points will also change with increased speed, your experience/refinement and the varied characteristics of different cars
- Ease up if trying new lines

Steering

- Relax your hands on the wheel at the 9 to 3 position
- Steer smoothly, don't saw the wheel
- Steer straight lines down the straights, long curves on straights waste speed
- Use the correct amount of lock for the corner so that extra lock is not needed to reach the apex and exit
- Keep hands on the wheel, arms may need to cross on tight corners
- Unwind the lock intentionally on exit, don't just let it unwind

Enjoy yourself!

- Ease into practicing new skills, gain confidence, and have a safe and fun day



SIM racing

Written by Stewart Adam

Introduction

SIM (simulator) car racing has developed out of arcade-style racing given the advent of more powerful gaming micro computers with graphics accelerator cards and home video game consoles (home consoles) such as PlayStation (PS4 is the current model with PS5 coming soon) and Xbox (Series One with Series X coming in late 2020). The history of SIM racing games is replete with commercial successes and failures.

As the above two images indicate, from the many available car racing SIMs we examine only two – the highly developed Gran Turismo for the PS4, and iRacing for the 64-bit Windows PC. Sony Interactive Entertainment's Polyphony Digital Inc (nee Polys Entertainment) led by Kazunori Yamauchi developed Gran Turismo, which hit the market in 1997. iRacing (nee iRacing.com) is an online racing simulator that began hosting its offering with its own servers in 2008. Interestingly, its development was crowd-funded. It has become popular in Australia with the advent of COVID-19 restrictions on people meeting in person, and the switch of V8 Super Car racing to the digital entertainment beamed into homes on television.

Hardware

While I started using Gran Turismo on a PS3, today I use Gran Turismo Sport on a PS4. While SIM racing can be undertaken using a standard controller, it is a far from satisfying experience. To get the full experience, a steering wheel and pedal setup is suggested. These are best mounted on a sim racing wheel stand. These wheel and stand combinations range from the inexpensive – where the driver sits

on a chair or couch – through to the full car cabin experience which includes a racing seat and mounted television.

Needless to say, a reasonably fast internet connection is required – say 25 Mbps – preferably with no bandwidth restrictions. Moreover, a 4k UHD television or large monitor is best for HDMI connection to your PS4 or 64-bit Windows PC. The sounds are outstanding if you use a soundbar or surround sound setup. Just listen to the snap crackle and pops from the M8 GTE in iRacing at <https://www.youtube.com/watch?v=VLbF2tin7U> to see what I mean. If you plan to use a wheel and pedals with a PS4, ensure it is not an older model used with the PS3 as it will be incompatible with the PS4. And if you also plan to use the wheel and stand with iRacing, ensure the wheel is switchable for use with a Windows PC.

Sony provide information on Gran Turismo Sport versions, installation, setup and hardware requirements at <https://www.playstation.com/en-au/get-help/help-library/games/game-information/gt-sport-info/>.

iRacing provide an excellent coverage of hardware requirements at <https://www.iracing.com/membership/system-requirements/> and include the major brands of steering wheel and pedal units. From that list, I have used the Logitech G29 extensively and can recommend this unit. Importantly, the downloaded iRacing software assesses your Windows 64-bit PC hardware and advises on the suitability of your hardware, particularly the graphics card.

Please note that I am deliberately avoiding discussion



of the cost of hardware for either SIM racing game as there is such a variety on offer, and the depth of each person's pockets differs widely.

Let's go racing

In this section we will look at each of the two chosen SIM racing games separately. They are similar, but different. They are similar in that both may be enjoyed racing AI competitors online, but differ in the flexibility each offers as will be explained in the next sections. Likewise, each offers 'live' racing online against other human competitors.

Gran Turismo Sport

As indicated, Gran Turismo offers flexible AI racing in arcade mode. You start with a base number of race cars, can buy more, or simply win them. This also applies to race tracks. By building up credits during racing, you can select vehicles from manufacturers in various countries right up to GT3, Super GT and Formula 1 racers. Moreover, by downloading small SVG (scalable vector graphics) files or designing your own with such as Inkscape (free and open-sourced downloadable design software) you can create your own livery, as Figure 1 illustrates.

Arcade mode also allows GT Sport in VR. Regardless, you can tune the cars and track settings as desired. At last count, there are over 300 cars to choose from, and over 80 track configurations, with regular updates occurring. For fuller overall details on GT Sport, see the manual at <https://www.gran-turismo.com/gb/gtsport/manual/#!/tips/content02>.

In Sport mode, the online championships on offer are FIA-Certified. In these championships, players represent their favourite manufacturer and country. Sport mode is the main focus of Gran Turismo Sport, and consists of online races in predetermined setups. For more information on Sport mode see https://gran-turismo.fandom.com/wiki/Sport_Mode.

iRacing

The most notable difference between Gran Turismo Sport and iRacing is that where you receive much of the content with the purchase of Gran Turismo, iRacing is solely a subscription-based online service and you must buy cars and tracks before racing.

Your subscription starts at a monthly fee that drops as the length of the service contract extends. The stock track set does not include iconic Australian tracks such as Phillip Island and Mt Panorama. There is an AI mode however, AI racing is mainly limited to driving Porsche 911 GT3 Cup cars, and does not include Australian tracks..

BMW Motorsport has done well in iRacing in early 2020, as this linked article shows: <https://arstechnica.com/cars/2020/04/bmw-motorsport-is-winning-a-lot-in-esports-and-heres-why/>. In Figure 2 we see a screen shot from Jardier's iRacing BMW M8 from the driver's perspective.

As the introduction to iRacing published by Whichcar points out at <https://www.whichcar.com.au/gaming/reviews/iracing-2019-review>, iRacing's greatest strength is also its weakness – "There is a level of discipline and investment – both time and money-wise – needed to do well at iRacing that surpasses anything currently offered on a console." I can attest to that statement.

Conclusion

The only conclusion one can draw is to try each of the simulators mentioned. If you are a budding Daniel Ricciardo, you probably still need to come up through the ranks from go-carts to open wheelers in real life, and add iRacing prowess to your resumé along the way. If you just want to have fun SIM racing and want to devote minimal time to having that fun, then Gran Turismo Sport may be a better path to follow. Regardless of which SIM you choose, there is still a financial investment to be made – although it does not need to be as high as that required for the setups mentioned in this article.

Sources:

Introductory iRacing M8 GTE image downloaded from iRacing Fun M8 GTE Week 3 Monza Race, YouTube.com, on 10 May 2020.

Introductory Gran Turismo image downloaded from <https://www.facebook.com/GranTurismo/> on 14 May 2020.

Figure 1. BMW M6 GT3 screenshot from Gran Turismo, with livery by Stewart Adam.

Figure 2 Screenshot from Jardier on the YouTube video at <https://youtu.be/y7F3Wziw7ok> downloaded on 14 May 2020..

See you at an event soon



My thoughts on the **Virtual reality race driving experience** at Motum Simulator

Written by Jeff Murdoch

Late January 2020, about 3 years ago (so it seems) David Lumb and I spent an afternoon at Motum Simulation to try out their new 6 axis motion simulator.

All the car simulators I have “driven” in the past didn’t have what I’d call real world feedback. Some had a form of steering input “feel” similar to the steering wheel vibration we feel in late model BMs to indicate the car is veering out of the lane.

They all have big surround screens to give as much visual feedback as possible.

However none had any sense of acceleration, braking or cornering forces that we “old bugger” drivers depend on to avoid crashing.

About 5 years ago (real time) I was most fortunate to spend an hour “flying” an Airbus 330 in one of the QANTAS simulators. In which ALL the forces and vibrations one feels when flying were absolutely real. I managed to take-off, fly over Ballarat, return to Tullamarine and land. During the post flight debriefing I was informed that I’d failed the landing because I had hit the runway that hard it damaged the undercarriage and the plane would need repairs costing tens of thousands

of dollars. The feedback on landing left me in no doubt I’d hit the ground very hard and the subsequent bounces were physically violent.

I realise that it’s unfair to compare a multi-million dollar simulator to those that cost thousands, however I’m only human and the A330 6-axis experience set certain expectations for the Motum 6-axis simulator.

When we arrived, Simon briefed us that the facility was not quite fully set-up and the “best” simulation at the time was a Formula 2 at Watkins Glen – so that’s where we went.

Initially the virtual reality headset took a bit of getting used to, “seeing” gloved hands grasp the wheel when I was not wearing gloves was strange at first.

From a feedback perspective this simulator was the closest car simulator to real life that I have experienced, however it fell way short of my expectations. Whilst I felt the ripple strips as I exited corners a tad wide, there was still very little sense of acceleration or braking forces. In fairness, I did about 20 laps and only ran off the bitumen once, whereas with previous simulators I think I ran off nearly every lap. Maybe I’m finally learning? Then maybe

there was enough feedback for me to avoid disaster.

I then tried an M3 at Philip Island. This felt like all the earlier simulators, no sense of reality at all. It was terrible and I crashed many, many times.

After the sessions at Motum, David and I compared notes. David also felt there was little feel of acceleration and braking, but the best he'd experienced. We both felt the headsets were pretty hot on our faces, then that could be considered good simulation of the heat in a race car.

Since January, there has been a lot of e-racing, which I am sure has contributed to improving the software and set-up for more cars and tracks.

Many of our V8 supercar drivers have commented that the Motum simulators are the closest thing to actually driving their own car, allowing them to keep reflexes etc as sharp as possible.

Seems that David and I may have experienced the Motum Southbank facility a little early in the set-up curve? Or perhaps my expectations were too high ??

Therefore, I look forward the trying again, as soon as covid restrictions allow.

Better still I look forward to actual track time.

I'll take this opportunity to pass on my hopes that all our members are safe, well and dealing with the lockdown.

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Building a MINI Cooper S (part of the BMW family) track car for \$5,000

Written by Ken Christie and Mark Higgins

One night whilst we were finishing up some final prep on my BMW M3 track car (for our next Club Sprint day at Sandown), Mark and I discussed the idea building a MINI Cooper S track car and could we build it for \$5,000 in parts, a car that we could run at regular BMW Car Club Victoria Sprint days for him to drive.

The challenge being, could we build the car, document everything that went into it, including the cost of all the parts and car purchase, and get it on the track for less than \$5,000.

We thought it would also help inspire our Club members (who wanted to try Motorsport and were handy using their hands) that they could build a competitive and fun track car on a budget that would not break the Bank.

We planned and documented the build in 9 parts (and all of the good and challenging moments we faced) below:

Part 1. The concept of what we plan to build

Part 2. Buying our base car to start the build

Part 3. Dismantling the MINI Cooper S we bought

Part 4. Selling off the parts from the car we would not need to help fund the build

Part 5. Removal of the engine and repairing the wiring

Part 6. We made our decision to buy another salvage

Cooper S to get some of the parts we needed

Part 7. Building and installing the roll cage, seat and filling in the sunroof

Part 8. The challenge of the MINI JCW engine that we found as we tried to start the engine

Part 9. Running the MINI for the first time at Sandown at a BMW Car Club Sprint day event and calculating the final cost to see whether it came in under \$5,000.

Part 1. The concept of the MINI Cooper S we plan to build

After a bit of research we decided on an r56 MINI Cooper S as our ideal base track car, and based on some of our back of the envelope calculations, it should suit our capped budget of \$5,000.

The 6 key aspects we determined necessary to make this build possible were:

1. We would have to buy our base MINI Cooper S from a salvage auction as either a repairable write-off or a statutory write-off
2. The car we would buy would have no structural damage (most likely a small impact that set off the airbags) or maybe an engine fire which we occasionally happens on these models

3. We would have to sell off all the parts on the MINI Cooper S that we did not need on eBay
4. It would be great if we could find an original MINI Cooper S JCW with bigger brakes and better suspension as the base starting point, though we thought this would be very unlikely at our \$5,000 all up build
5. The finished MINI track car would need as a minimum from a safety and performance viewpoint include a roll cage, race seat, 6 point harness, fire extinguisher, R series track tires, track brake pads and stainless steel brake lines.

We also started looking online at photos of MINI track cars on Facebook and the web so we could conceptualise what it might look like when it was finished including how the roll cage would look.

We also managed (fortunately by attending a Club event) to get hold of the factory MINI Challenge track car parts build sheet and parts list from a guy who races an original MINI Challenge track car.

Part 2. Buying our base car to start the build

After a bit of research into salvage vehicles and the process of buying one, we found out there were 2 key ways of buying a car at a salvage auction, either in person at the auction site or bidding online in which you bid live through their bidding portal or on eSalvage, where you cannot see the car in person only the photos online before you bid (scary as you only have 10 photos to look at to make your decision).

We discovered that the 2 big car Salvage auction houses in Victoria (and Australia wide) are Pickles and Manheim, we decided to focus on Pickles as it was free to register, you can bid on your phone / computer and you do not need to attend the auction, and best of all you can sign up for free auction alerts that notify you when your tagged car (in our case a MINI) comes up for auction a week before the auction starts.

We were not sure how long a MINI Cooper S would take to find or let alone buy at the price we were prepared to pay, we thought maybe over a two or three month period we should be able to find one (as we were not sure how often they would come up for auction), in the first week we were looking we got an email alert that a 2010 r56 MINI Cooper S was to be auctioned in 5 days time in Melbourne, and it was an eSalvage auction at Pickles. The auction would run for 3 days (similar to eBay), if we bid on this, our idea and concept was now getting very real, not just a conceptual idea that we dreamed up a month or so ago, but an actual commitment to build the car if we won the auction for less than \$5,000, this had us a little bit worried now.

We had the VIN on the car going to auction which enabled us to look it up online, this car going up for auction was not only a r56 MINI Cooper S, but was a factory built

John Cooper Works (JCW) MINI Cooper S, the car was a statutory write-off, not through an accident, but through an engine fire. The disadvantage of an eSalvage auction over a normal Salvage auction is that you can only view photos of the car, you are not allowed to pre inspect the car.

From the photos online (the 10 of them):

1. We could not see under the bonnet, we were not sure how bad the fire was (though the outside of the bonnet showed it was certainly burnt)
2. The interior looked good
3. The exterior body looked good (with no panel damage) except for the bonnet and the front grill was missing
4. You could not tell it was a factory built JCW unless you checked the VIN
5. We thought it could be a good base for the track build (with the real risk of what was under the bonnet from the fire)

We decided to take the plunge and bid online and won it for \$2,683. So it was time to pack up the trailer and head over to Pickles to load up the new (well 2010) MINI Cooper S JCW for our \$5,000 Track Car build, the big question was the fire in the engine bay better or worse than we hoped.

Part 3. Dismantling and assessing the MINI Cooper S JCW we bought

The new MINI JCW arrived, the first critical task was to get the bonnet open ASAP so we could see what damage was done to the engine bay and engine, and to have a good look at the body and interior (including parts that we plan to sell).

Key things we found on the MINI:

1. The exterior body was in a great condition
2. The interior was great and not damaged in any way from the fire
3. The sunroof worked fine
4. It was a genuine factory JCW (the MINI "M" version) with the upgraded suspension and Brembo big brakes (this was a huge bonus)
5. The suspension was fine except for one of the rear trailing arms which was bent from the forklift moving it around the Pickles Salvage yard
6. The bonnet was a throwaway and not repairable
7. The engine fire had started with what appears to be an area near the electric water pump on the side of the engine, the fire damaged almost all of the plastic parts in the engine bay including the JCW air box, fuse box, most of the engine attachments that were plastic including part of the wiring loom, we both agreed it was about as good as we could have hoped for
8. The engine and the Turbo seemed fine (though more on this later in the story)



9. The wheels and tyres looked good

The disassembly started by:

- a) Removing the bonnet
- b) Removing all of the engine bay components that were burnt, including all the plastic components
- c) Removed the complete leather interior from the car to sell
- d) Removing the sunroof to sell
- e) Removing the Hardon stereo / Sat Nav system to sell
- f) Removing the roof racks to sell
- g) Removing all of the interior trim components

The project was now well underway (with no return from this point), we thought the key focus was the wiring loom and electrical components due to the fire in the wiring loom.

Part 4. Selling off all the parts we would not need to help fund the MINI Cooper S (now JCW) track car build

Our aim was to try and get \$1,500 for the parts we did not need from the MINI to help fund the parts we needed to buy. We sold the following pieces (and we have a few more parts still to sell, but we managed to sell the key items) over the month:

1. Sold the sunroof for \$500
2. Sold the Hardon stereo and Sat Nav system for \$155
3. Sold the leather interior of seats and headliner for \$400
4. Sold the visors for \$45
5. Sold the 4 Pirelli tyres for \$200
6. Sold the carpet set for \$40
7. Sold the airbags for \$100

All up we received \$1,440, very close to our target.

The simple calculations at this point of the project are; we paid \$2,863 for the JCW, less what we sold above being \$1,440, we are now out of pocket \$1,423 on the base cost to start the \$5,000 track car build from.

Part 5. Removed the engine and repaired the wiring loom

We removed the engine and gearbox from the MINI (to do a general engine and gearbox inspection) and took several hours to rewire and join up part of the wiring loom that was burnt in the engine fire (lucky all the wires were colour coded).

We were very much at a tipping point for the build of the car, the car owed us \$1,423, we knew we had to buy some engine parts, a MINI Cooper S bonnet and paint it, some electrical wiring loom parts and fuse box, all of the plastic pieces that were melted in the fire, in addition we



still needed to buy our race seat and mounts, roll cage material, seat 6 point harness and fire extinguisher as a minimum, and we needed to get our R spec tyres as well, all for under \$5,000.

Our decision point was:

1. Should we just buy the parts we need either new or second hand from a wreckers (if we could get them at the right price) and finish off the car, or;
2. Buy another Cooper S from the Salvage auction to get the pieces we need to finish car, sell off what we do not need including the body and end up with a spare engine, gearbox and turbo.

Part 6. We made the decision to buy another Salvage Cooper S to get the additional parts we need to finish the car

After a bit of discussion Mark and I decided take the risk and look for another Salvage Cooper S MINI for the parts we needed to finish the car (rather than try and get all the bits and pieces we needed through wreckers or from other sellers), this time a car with no fire, maybe a MINI with a small accident that set off the airbags, whatever we plan to buy it needed to have a good bonnet, complete electrical loom and all the plastic engine bay pieces and trims that were burnt.

We also needed to be able to sell the balance of the MINI

we did not need to offset the cost of the new Salvage purchase and to free up space.

We went back online at Pickles and found potentially the car we wanted within a week, a MINI Cooper S wagon, which was a statutory write-off as the air bags had gone off. The damage was minimal, looked like the car had run into a tow bar of a car in front, the tow bar went through the radiator but did not damage or touch the engine, the air bags must of gone off due to the front impact collision.

The big question was; how much would it sell for, the interior was in fantastic condition, as was the body. I managed to attend the auction in person and was fortunate to buy the car with a couple of bids, 3 bidders were at the auction, but was knocked down to me for \$1,750 plus admin fees, a total of \$2,062, I thought it was a reasonable buy, I had been prepared to bid to \$2,500 for the car. It paid to go to the auction in person, though in the COVID environment this is now not possible.

We pulled out the engine and automatic transmission, took all the parts we needed from the engine bay including plastic engine bay trims and the wiring loom components.

We put the balance of the complete car on eBay as a rolling shell and sold it for \$1,000 three days later, great for us, and great for the buyer who had an identical car in the same colour and was going to use the car for spare parts.

This puts the status of our financials at:

Balance from the original MINI Cooper S JCW base car of \$1,423 plus the balance of the new car we purchased less the \$1,000 we sold the rolling shell for \$1,062, therefore our total investment into the build all-up was currently \$2,485, and we have all the pieces to complete the car except for a grill which we need to buy. It was a risky decision but one that paid off, and we now have a complete spare engine and an automatic transmission we can still sell at a later stage.

Part 7. Installing the roll cage, race seat, filling in the sunroof and buying the additional parts we need for the MINI

With the interior out of the MINI it was now time to buy the steel for the roll cage (special dimensions and strength specified by CAMS), buy the seat mounts and set the race seat in the driving position needed for the car.

Even though the roll cage will not be certified by CAMS, we built the roll cage in a structural format that met the design principles in case we want to do more than Club Sprint days (key issue was a safety issue of having a roll cage).

In our \$5,000 budget this included all that we needed, including our tube-bending tool and metal notcher to cut the steel for the rollcage.

After mocking up the roll cage position and welding the plates to the floor of the car we tacked the roll cage in place and then took it out of the car so we could complete the final welding of the cage. The only thing to do once we finished the welding was to put it back into the car after we painted it and weld it to the floor plates we had installed earlier.

The additional costs we incurred during Part 7 of the build were:

Buying the steel for the rollcage \$295

Buying the race seat mounts \$34

Buying the 6 point FIA harness \$267

Buying the fire extinguisher 30

Buying the 2 R spec track tyres \$316, we used two old track tyres we had on the rear, will see how these go on the first track day (hoping they will be fine)

The race seat we were given, so no charge

The MINI sunroof aluminium in-fill panel \$144

The CAMS stickers to put on the MINI \$10

The new Hawk front brake pads \$280

With the roll cage in place we fitted the seat mounts, race seat, 6 point harness and fire extinguisher, in addition we installed a few of the old interior parts, removed the excess wiring and taped the existing wiring loom in the car.

The MINI is really starting to look like a track car (and we are on budget of the build being under \$5,000), and is just about finished (or so we thought, see below on the issues we discovered).

Part 8. The Challenge of the MINI JCW engine in the car as we tried to start it.

This was not what we expected (in hindsight was great that we had a spare engine from our second Cooper S salvage car) when we tried to start the engine.

When we had the engine out of the JCW we rotated the engine to ensure it had not seized for some reason in the engine fire, and to also visually check the timing chain, which looked like it had recently been replaced. The engine looked good and we had no reason to think there was a problem with the engine.

After we had connected everything up in the engine bay and cranked over the car, it would not start, we had fuel and spark and the electronics were working fine. After 30 minutes of trying to work out why, we did a compression test and found we had no compression in any cylinder, maybe the timing chain may have jumped inside the engine.

Fortunately we had the spare engine from the second MINI Cooper S so we quickly switched engines out that night and reconnected all of the engine support and as expected it started when we turned over the engine, and even better, it ran really well straight up, we also put the larger JCW turbo and intake on so it will perform like the original JCW would have.

Part 9. Running the MINI for the first time at the Club Sprint day at Sandown

The car ran really well on its first Club outing (and passed scrutineering without a hitch), no issues with the electronics or performance, after a couple of heatso on the track and the tyres being warm Mark was able to pass quite a few cars and had a super time on the track.

Since the car debuted at Sandown we managed to sell the Automatic transmission in the 2nd car purchase allowing us to put 2 new R spec tyres on the car, replacing the old set which were quite hard, and buy a set of roll over new coilovers.

All up the build cost us \$4,896 (and obviously a lot of hours on the car). If you are thinking about building a track car for Club sprints, our recommendation is "Just do it", set a budget, build a plan, do your research and commit, you will love the fun of the build and really love taking it on the track.

If you want to get involved in the Club Motorsport program reach out to David Lumb our Club Motorsport Captain.



Why & When to use a HANS Device on track days

Written by Jeff Murdoch

The average weight of the human head is 5kg. Most full-face helmets are about 1.5kg. For ease of the maths, let's say the average combined weight of the driver's head in a helmet on track day is 7kg.

For the sake of this discussion let's say that driver unfortunately has an "off" and hits the guardrail at only 65kph. The car and guardrail deform to reduce the g force – however according to most analysis the force is 30 Gs. That means the average driver head/helmet "weigh" $30 \times 7 = 210$ KG. There are not many people with neck muscles that can lift or hold 210 kg. Compounding this issue – double the speed, the g-force is 4 times more. That is, in a 120kph crash the force on a driver's neck is about 1 TONNE.

All cars today have seatbelts to stop the drivers body, what about their head? This is where airbags come into play. The airbag is to stop those forces on a driver's neck, whilst decelerating the head at a survivable rate. However, airbag science and physics is very complicated and something to cover at another time.

Race cars do not have airbags – which is why it is mandatory for the driver to wear a full harness and HANS device. (Head And Neck Support)

A HANS can only be worn in conjunction with a full harness – to hold the shoulder brace in place so the straps from brace to helmet can save the drivers neck from trying to stop 200 – 800 kg.

If you're driving a road car on a track day, with a lap/sash belt, you cannot use a HANS device.

If you are like me, and have a "clip-in" harness for track days, so that you don't move around in the seat during cornering, AND your car has operational airbags then you don't need a HANS. If you have an older car without airbags and you are using a harness then you should use a HANS.

In the very near future it will be mandatory for drivers to use a HANS in a car fitted with a roll cage. Also probably mandatory for a roll cage if the car has a race seat and running race tyres.

The seats in road cars are designed to deform to protect occupants, I hope this explains the race seat, roll cage, harness and HANS requirements.?

HANS has its place in motor sport, although it's not the solution for every car or situation.

If you don't hit anything ? then there's no need for airbag or HANS

I'll take this opportunity to pass on my personal philosophy.

A track day is to allow us to exploit and enjoy the performance and handling of our BMWs without the risk of losing one's licence and with relative safety. That is, no intersections, oncoming traffic, trees or other obstacles over road just around the bend.

It is not a race, nor competition with anybody except oneself to be consistent and improve. If someone is too close let them pass and continue at your comfort level, if someone is slightly "holding you up" don't try a risky pass, slow down give them space and then resume at your pace.

Therefore there is no need to drive at 10/10s – 7, 8 or 9/10s provides a significant margin for error and dramatically decreases the chances of an "off" yet is still well above where such speeds would result in serious fines or loss of licence or even confiscation of car.

Extracting your pride and joy from the guardrail puts a serious dampener on the fun of a track day.

Should you wish to drive 10/10s ? buy a race car, wear a HANS, compete on race days.

Have fun, be safe and enjoy your BMW at track days.



30 Years of service, friendship and motoring fun with the **BMWCCV** family

Written by Noel Skinner

The start of our BMW story has to be purchasing Candy's BMW 325i Convertible. It was white with red interior. Previous to this I had bought Candy a brand new Honda Prelude which she absolutely hated and never missed an opportunity to say so. We traded the almost new Honda on the BMW which was a private import by BMW Australia. I think I redeemed myself as Candy loved this car from her first drive.

We joined the BMW Car Club in 1990 and I took up a position as motorsport co-ordinator which at the time was meaningless as the committee had no interest in motorsport and all I could manage to do was to get approval for a couple of driver training days.

I was elected President in 1991 and one of my goals was to promote motorsport and build the member numbers thereby making the club more financial. John Olesky as editor played a vital part here by producing a top quality magazine that was the envy of all other car clubs. John Fac took up the position of motorsport captain with great enthusiasm and with help from Rob Nagel they

organized regular motorsport and driver training events. Candy also took up the role of activities co-ordinator and we held our positions for three years.

The highlight of our involvement was organising the BMW Car Club Nationals in Ballarat which was, thanks to Candy, an outstanding success.

My enthusiasm for BMWs grew and I purchased an E23 735i and a Hartge and Alpina modified E24 635CSI, must mention this 6 had no rev limiter and the tachometer often saw 10,000 revs. It was during my time as president that I became custodian of my Diamond Schwartz BMW M635CSI. This vehicle had been converted by Ken Lee to right hand drive so I was confident in the quality of the conversion. Ken and I worked many hours in preparing a 2002 Tii as a race car and although we had a period when the car performed amazingly this was short lived.

Our daughter Emma was born into the club and considered a mascot who was often found in Ken Lee's briefcase during committee meetings. Whilst

I was President the meetings were held at Molinas which was a hotel owned by Lou Molina who was a great fan of motorsport memorabilia. The highlight of these meetings for me was opening the forum up for Tech Talk this allowed BMW enthusiasts and budding BMW mechanics an opportunity to help each other repair and restore their cars. Joe Brogno from BM Tech was a huge resource in these discussions.

At our annual picnic the then PR man for BMW Australia John Kanaginis bought along a new 850i much to the awe of everyone present in 1991. I remember Candy saying "if I had the money I would buy one of those".

Tick a box we now own a 1991 Laguna Green 850i which I am happy to say is in good original condition.

My passion for 2002s has never died despite the problems with the race car. I still own 4 2002s in various states of disrepair.



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I have always owned BMWs but digressed slightly to fulfil a childhood dream of owning a 1986 Ferrari Testarossa. My two favourite cars at the moment are the M6 and the Ferrari in that order.

I am currently in the throws of restoring an E3 BMW 3.0Si which has already had most of the work done by a good friend Michael. I hope to unveil this car at the Xmas picnic.

I cherish the friends I have made through the club and over the years these friendships have grown stronger through sharing a common bond.

We have recently attended Club events now that we have less commitments and feel that the Club still has a very friendly and open attitude. Looking forward to making new friends and sharing time with old friends.

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The **winding road** towards my BMW motoring pleasure

written by Peter Galtry

My BMW story actually started as a Mazda MX 5 story back in 2012 with our year 2002, Titanium convertible that you see in photo 1. It wasn't so much a mid- life crisis as an "I've worked hard for 32 years, can I please buy one Deb?" moment. An amazing and forgiving little car the 1.8 l, 6 speed. It certainly let me off the hook a number of times when I tested Einstein's theory of $E=MC^2$ (where E = a bit of sideways motion, M = mass in kg of rain falling and C = clown factor of driver)

I had to sell it to a mate and his wife after a couple of years because they just wanted it and they paid good money. Win /win.

Roll on March 2015. I was hankering for another convertible and it was time to update the work daily. My wife Deb's back had struggled just a little with the MX5 (I blame years of field hockey, she blames it on me, for making her, help me build our mudbrick house. Probably a bit of both if I'm honest. Prettiest labourer I ever had!

Okay methinks, what is a nice, affordable, big, 4 or 5 seat convertible with upright, heated seats. A Volvo, nah or a Mercedes maybe? So into Carsales I type '4 seat convertible' and what comes up in the selection but a year 2000 Jaguar XKR-100,

4.0 l, supercharged V8, I hear myself say lovingly. Comfy upright, heated seat for Deb. Everyone's a winner. Now to find one. I put the feelers out including an ad in the Jaguar Club of Tassie magazine. About 2 weeks later, I'm sitting at home and the mobile rings. (Imagine a Mrs Mc Gilcutty voice hitting me with this, in one sentence, no pause for breath) "Hello, this is Valmay from Tasmania, I have a car that you want, that was my late husbands, it's

very nice, it's a lovely blue colour with a cream interior, you will like it and I will let you have it for the right price, okay"

Mmmm I think, which one of my idiot mates is this and I'm about to unload with a heap of friendly expletives when just in time, Val starts telling me all about the car and the people I've been talking to in the Tassie Jag Club. Phew. Okay, so it's fair dinkum and that is how the XKR you see in photo above right, came to be in our garage.

I think we had that car for a year or two and when I showed it at a Jaguar Club of Victoria day at Wesley College, Glen Waverley, someone fell in love with it and bought it.

Now we get to the good bit. June 2018, I'm missing the wind in my hair (shut up Cobey and other people who know me) and it feels like time to get another convertible. Maybe a bit cheaper than the Jag was! I type in a search criteria of; 4 seat convertible, under \$10,000 and this time a car called a BMW 328i shows up. Let me see, 6 cylinder, air conditioned, power roof, ABS, twin air bags, yaddah, yaddah, yaddah. Nice. It takes until August until I find a good one. It was Zed, the 328 (ZBM511) see photo 3. He was in immaculate condition and I loved showing him at the likes of Motorclastica and Geelong and Winton Festival of speed. Not to mention taking friends out through the Yarra Valley for winery and foodie tours, sunny winter, spring, summer and autumn early morning drives to work and of course the Great Ocean Road cruise.

I joined the BMW Car Club of Victoria in August 2018 and have been fairly active since day 1. I have had some



of the best days of my motoring life with our club at the Show type days. That has allowed me to meet a heap of really great people in our club and make a great new friend. You know who you are. We both have other mates but not ones that share our car passion and that is what I have found is a common factor about people in this club. They share that passion, love and energy for cars and in particular, BMWs.

Having enjoyed the 328i so much, I then went and bought an Estoril blue 1999 E36 M3 Convertible, in April this year from a fella in Perth. All original with 140,000 kms in great condition, with the SMG converted to manual. See photo 4. The 328 has gone to a good home now. I vetted the owner before I let him buy it.

Throw in a quick turn over of a Silver E38 735i, I bought, that was very tidy (I thought we were going to use it to chauffeur my elderly in laws around in but for various reasons it became surplus to needs and has recently been sold)

Some very exciting news hot off the press is, this Friday my Calypso Red , Parchment interior, 1995 540i LE arrives at our my place, all the way from the ACT.

Just to finish off with some other usual 'My BMW Story' content, here goes.

Car racing experience. 2 hot laps around Winton, as a passenger with Frosty Winterbottom.

I'd love to get more involved in our club motorsport but don't have the cash or the spare time right now. I'd be happy to help out as an official maybe though.

I am a keen follower of motorsport. Not a big fan of the "Taxi" racing but all credit to the drivers. I hanker for the old days of real touring car racing when all makes and models were involved. I think the Bathurst 6 hour is probably the closest we have to it now and I love it. That could be because BMWs always do so well.

Favourite race driver. 2 come to mind, Norm Beechey and Sir Jack Brabham. I saw Norm at Rob Roy in his Chevy Impala, I reckon about 8 years ago, still ripping it up! He had to be late 70's or in his 80's at the time.

I have a big mounted print of Sir Jack in my garage. What a bloke! A very practical engineer who could steer, had mechanical empathy for his cars and was a great strategist.

In closing following is a collection of my favourite Sir Jack quotes (the last one is paraphrased)

"My speedway experience was terrific driver training. You had to have quick reflexes; in effect, you lived or possibly died on them"

"I like to corner using full steering lock and lots of throttle"

" When the flag drops, the bullshit stops"

" It's not my fault if my back wheels happen to slide into some stones at the side of the track and the joker behind me is right on my tail. He learns pretty quickly though"

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than you expect!



E30 2020 Garagistic BMW Driver's Cup Standings

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

Phillip Island was the second round for the year.

Unfortunately due to the restrictions associated with COVID - 19 July, August and September events have been cancelled.

The next round is at Sandown subject to easing of restrictions....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
Dion Gunn	F20 M140i	E		10						10		
Jeff Murdoch	E82 135i	F	10	10						20		
Darryl Behrendorff	E93 335i	F	9							9		
Simon Flanagan	F80 M3	G	10	8						18		
Rainer Runge	F82 M4	G	9	9						18		
Brian Easton	F87 M2 comp	G		10						10		
Xiao Han	F82 M4	G	8							8		
Peter Caretti	E36 M3	H		10						10		
Hailong Wang	F87 M2 Comp	H	10							10		
Kuanga Li	F87 M2 Comp	H	9							9		
Xiaopeng Gong	F87 M2 Comp	H	8							8		
David Lumb	E30 325i Race	I	8	10						18		
Ashley Sprague	2002 Race	I	10							10		
Matthew Draheim	E30 325i Race	I	9							9		
Ken Christie	E46 M3 Race	J	9	10						19		
Keith Olsen	E92 M3 Production	J	10							10		
Scott McMillan	Nissan Skyline R32 GTR	L	10							10		
Mark Higgins	BMW MiniCooper S R56 JCW	L	9							9		
Clive Massel	Alfa Giulia	L	8							8		

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Nearly 40 Years of BMW motoring pleasure

Written by Ian Round

My love of BMWs began in 1982 when I bought an E10 2002 in Riviera (dark blue). After a few years I rebuilt the engine to improve the performance – it went well, but needed better brakes. All my kids learned to drive in that car, perhaps the reason the original gearbox and clutch failed. After 30 years of not always being garaged the body was deteriorating, but in 2006 Dean How from Peninsula BM contacted me and asked whether I would be interested in a white 1973 model 2002 that had come in with a very straight body but ceased engine, so all my mechanicals – engine, gearbox, suspension, brakes etc. went into the new body. Until recently the car sat in my garage, unregistered, but now it's undergoing a full restoration – my retirement project proceeding at last. The body is all stripped down and ready for some repairs and new paint, the engine is being rebuilt, new 5 speed gearbox, upgraded brakes, new suspension and interior restoration. It is taking many months, but is a great COVID19 distraction.

My second BMW was a red 1984 E30 318i sedan – the only new BMW I have ever owned. It was a great car, but one cold, rainy winter's night coming home late after a long day in the office I went to sleep at the wheel and drove it into an embankment at 100kph. I woke as it spun into the bank for a second time. I had demolished it, front and rear, but luckily escaped with just a bruised shoulder from the seat belt. Any other car and I may not have been so lucky. Surprisingly the insurance company

repaired it at a cost of about \$30,000 which was a lot in those days. I didn't keep the car too long after that.

My next BMW was an E36 328i coupe that was my company car for a while whilst I was working in Dubai in the mid 90's. Whilst I was living in the Middle East, I loaned my 2002 to a friend. Unfortunately during that time the head gasket blew, and in the repair a lot of the good performance work I had done was lost.

I had always loved the E24 6 series coupe, and in 2001 on returning from the Middle East for the second time, I had the opportunity to buy a 1978 633csi. The body had been restored and painted black. I replaced the original 3 speed automatic with a 5 speed manual gearbox, again with the help of Dean at Peninsula BM, upgraded the suspension and did some engine work.

In 2008 I bought my first BMW convertible – a fully optioned E46 330csi in silver with a blue roof and optional aluminium hard top. My garage had now grown to three BMWs. Soon after I joined the BMW Club. I had been promising to do so for many years, but with work life punctuated by periods living overseas it had never happened. Soon after I met Jan, and being involved with the club has been a great opportunity for us to make new friends as a couple.

Being involved with the Club, my desire for an M car grew. In 2014 I bought an E85 Z4M also in silver, but had to sell the 633csi and 330csi to finance the deal, and in any case five cars exceeded the garage space! The Z4M



meant that I still had a convertible, but also an M car. It was a great car, and I enjoyed a number of club track days, a Targa event and many club drives and weekends away in that car. The performance and sound with the top down were amazing, but the only drawback was the small boot on weekends away, and getting in and out as I got older was not getting any easier.

My next BMW was an F20 X3 2.0D in red. It was a great daily driver, and I was mightily impressed with my first diesel car. It did a lot of work after I retired, and towed our camper trailer around Australia several times. The fuel economy was great, it was comfortable, but has now been replaced by a heavier duty 4WD that is better suited for off road touring with our van.

In 2018 I decided to upgrade to a convertible that was easier to live with and had more room for the weekends away, and bought a low mileage, very well optioned 2009 white E83 M3. It came with a bi-modal Invotech exhaust system – the 4 litre V8 sounds great as standard, but push the button to open this exhaust, and with the top down the sound is just magnificent. It's not as fast as the Z4M, but more comfortable for long drives. The Z4M has found a new home in Adelaide, and my garage is now down to just two BMWs, both white.

We continue to enjoy our BMW club membership – catching up with old friends and meeting new members, the drives, social weekends away, and track days. Unfortunately living in Gippsland makes it difficult to attend regular meetings. We have missed our BMW Club family during the COVID19 restrictions and are looking forward to catching up with everyone again soon.



Welcome to all new members

WELCOME TO ALL NEW MEMBERS	
Thomas Draheim	530i m sport 2001
Francesco Sgro	M2 comp 2018 X3 2.0d 2018
Mason Talebi	e30 318i coupe 1989
Des Smith	e36 M3 coupe 1997
Guy Allen and Margaret Stewart	540 sport 2003, 633 1976
Theodore and Theodoros Petropoulos	850i 1992
Ranga Mahagamage	135i coupe 2009
Dale Sutton	750iL 1995
Terrance Baxter	X5 4.8i 2009
Henry Leon	318i TC Baur 1985
Sam Samai	2002 1971
Stephen Donnellan	M2 2016
Sam Hawkins	7 series 1989
Maxim Zaid	740iL 1993
James Chan	318i e30 1990
Craig Shaw	328i conv 1995, R75/5 motor bike 1972
Wayde Barker and Clare Coutis	e32 735i exec 1987

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