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2021 Issue 164

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Cover image - Kiwi yellow BMW 528i

# From the President

How time flies by with us already well into 2021.

Following a very traumatic and trying time due to COVID-19 in 2020 we're now back into full swing; with a full year of terrific events now appearing on the Event's Calendar. Hopefully with the roll out of vaccines, we can all move forward confidently in 2021 and beyond.

On 1 March, we were able to hold the AGM face-to-face with a good attendance recorded on the night. I welcome our two new elected committee members Hans Neilson (Secretary) and Piebe van Houten (General Committee Member) and trust they will find the experience rewarding. I would also like to express my appreciation to Wendy Eime for her outstanding many years of service managing the Membership and Liza Weatherall as the Editor, who both have left the Committee this year. Many thanks to Rod Smith who is continuing in the Club Permit role and taking on the Membership role this year and to Ken Christie moving from the Treasurer role to Magazine editor. Phil Logan has returned to his former position as Treasurer.

All details have been placed on our website, so check them out at bmwcarclubvic.com.au. Our Motorsports events continue to be very popular, so book ahead to avoid missing out. Thanks to David Lumb (Motorsports) and Tony Whelan (Events), who have again organised some fabulous events that will be very popular again this year.

I'm very pleased that we had 40 new members joining the club in the first quarter and look forward to meeting them at events in the future.

I hope you find this Edition of the TOPMarque an entertaining and informative read.

I'm sure we'll all enjoy our BMWs getting back on the road, the track and at social events going forward.

Safe driving and let's have some fun with our BMW family.

Paul Weatherall
0417 340 153

# Message from the Editorial crew

Welcome to Edition 164 and our first as co-editors – big shoes to fill!

We're excited to continue building on the incredible work of our predecessor, Liza Weatherall; introducing a few new features and a peek into the garage of our club members.

David Lumb and Tony Whelan will be regular contributors and you can also check out the latest Motorsport results and events on our club website (www.bmwcarclubvic.com.au).

Don't hesitate to let us know if you have any story ideas, or want to show off your pride and joy. Simply email the team at editor@bmwcarclubvic.com.au

Enjoy your rides and hope to see you face-to-face at one of our many events in 2021!

Ken Christie, Melissa Jeuniewic, Piebe van Houten, Simon Flanagan

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## BMWCCV Quiz

**Questions**

**1**. In what year was the first 3 series released?

**2**. What was the model code of the second generation 3 series BMW?

**3**. What was the name of the company which produced the early 3 series convertibles?

**4**. Did the third generation 3 series come as a diesel version?

**5**. How many E46 M3s were produced during its first year of manufacture?

**6**. Does the 5th generation 3 series the E90 come in a turbo variant?

**7**. What is the 0-100km/h time for the E93 M3?

**8**. What was the 3 series originally a successor to?

**9**. Which 3 series made a brief appearance in "The Bourne Ultimatum"?

**10**. In 2012, which model was expected to be based on the 2007 CS Concept shown at the Shanghai Auto Show?

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# What's On

For the latest set of events and timing please have a look at the club website at bmwcarclubvic.com.au

| Date 2021 | Event | Location |
|---|---|---|
| Saturday, 10 April 2021 | Motorsport Sprint Day | Sandown |
| Sunday, 11 April 2021 | Motorsport PCV 6 Hour | Sandown |
| Sunday, 18 April 2021 | Titanic Cruise Luncheon | Williamstown |
| Friday, 23 April 2021 | Performance Driver Training | Sandown |
| Sunday, 9 May 2021 | Around the Bay in a Day in May | Queenscliff |
| Sunday, 16 May 2021 | Motorsport Sprint Day | Winton |
| Monday, 17 May 2021 | Performance Driver Training | Winton |
| Sat-Mon, 12-14 June 2021 | Queen's Birthday Weekend Cruise | Lorne |
| Sunday, 13 June 2021 | Motorsport Sprint Day | The Bend |
| Sunday, 20 June 2021 | Defensive Driver Training | Sandown |

PLEASE NOTE:

All events subject to Covid-19 numbers restrictions.
Keep an eye on your emails for more information as it comes to hand.


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# What's my ride?

*Written by Ashley Sprague*

**What model and year is your car?**

BMW 2002 1972

**Have you done any modifications, or restored any parts of the vehicle?**

Have a rebuilt racing mainly engine now (around 200ish HP ), so not good for day-to-day, roll cage race seat and harness. Full paint job in 2009 and made it look better for when it performs lol. Has an original BMW 2002 LSD 40% straight out of a box, when you could buy them new, and also a brand new steering box when they remanufactured them in around 2000. The 4 speed gearbox has been updated with an E21 front housing and stronger gearset (brand new old stock), as the 02 layshaft was known for wearing the hardening from the gears. Coil overs (suspension) on the front with King lowered springs.

**How long have you owned this car?**

Bought this one in 1995.

**What do you like most about this car?**

It's unique and I grew up in them, as my father had one as a company car.

**How do you use it? I.e. Daily drive, weekend drive, special events only?**

Race track only and drive it to Sandown, as it is local. All other times it's on a trailer, as like all races cars, you never know what might happen.

**How do you maintain it? Any hints and tips to share?**

Know your car well and always change your engine oil once a year, 5000km, or each time if racing. As someone I know says often “cars need exercising,” so once a month as a minimum start it and go for a drive if you can.

**Why did you choose this car and what are your plans for its future?**

It came in to work as a deceased estate on a tow truck and suggested to buy off the estate as it wasn’t running and needed a full rebuild, as it was sitting for at least 5 years. I hadn’t driven my other one for over two years and really wanted another one. Will keep building on what it is and add many improved parts through the drivetrain overtime to make it a quick, reliable and fun car on the track playing with the big powered boys and their toys.

**Have you owned any other BMW’s?**

Had another 2002A 1971 originally when I was 16 then turned it into a manual on the garage floor with a great friend of mine back in 1991, drove it to the designed limit ( speed limit) back in 1992 around some lovely roads namely out the back of Otways and going back and forth to Mansfield and Yea etc. Had a short stint with an E46 328i and also an E90 335i. Besides that, have had the unique privilege of driving just about every BMW model over the last 20 years or so.

# Show of excellence

*Written by Tony Whelan*

It was a case of third time lucky for our annual Show of Excellence as earlier dates were cancelled due to the Covid-19 lockdown in February and then Powercor digging up the street and turning the power off to the venue in March preventing us from having coffees and lunch. At least the Sun Gods were on our side on Easter Saturday and provided a lovely day which made the highly polished cars really sparkle under the brilliant sunshine.

After a quick clean of the car to remove the bugs that committed suicide on the trip to Melbourne from Anglesea it was down to the business of judging. Fortunately, there were eight members willing to take on this task and look intensely at the various cars to compare them on cleanliness and presentation for show. May I take this opportunity to thank these judges for volunteering their time, as without them the day would not proceed.

Even though there were only 15 cars entered in the Show of Excellence, there were more than 40 BMW's on display with a great mixture of all the various Series and age groups. Once the judging was complete and data put into the computer, winners were announced with congratulations going to the following members and their cars:

**Class M – M Powerd**
Sue Spender, M2 CS

**Classes F, G & H – Pre 1985**
Franklin Rozario, E24 635 Csi Alpina B10

**Classes D & E – 1985 to 2000**
Nathan Shepherd, E39 528i

**Classes A, B & C – 2000 to Current**
Tony Whelan, G12 750Li

Please see a summary of overall results and photos taken by Matt Draheim, Paul and Liza Weatherall.

Our venue, Meat Flour Wine provided a lovely Italian lunch for our consumption. Many thanks to Renato and his team for allowing us to use their carpark and provide coffees for the morning's Show of Excellence and a fantastic lunch venue enjoyed by all that attended.

| BMW CAR CLUB OF VICTORIA | | | | 3-Apr-21 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| SHOW OF EXCELLENCE. | | | | | | | | | | |
| SUMMARY | | | | | GRAND | 1 | 2 | 3 | 4 | 5 |
| No: | CLASS | NAME | CAR | REGO | YEAR OF MANUFAC | TOTAL 500 | ENTRANT 100 | EXTERIOR 100 | INTERIOR 100 | BOOT 100 | ENGINE 100 |
| CLASSES A, B & C - 2000 to CURRENT | | | | | | | | | | | |
| 1 | A | Tony WHELAN | G12 750Li | TW 750 | 2015 | 372.5 | 47 | 95 | 69 | 66.5 | 95 |
| 2 | A | Paul GEKAS | E30 M340i | V IM 340 | 2020 | 329 | 32 | 92 | 43 | 72 | 90 |
| CLASSES D & E - 1985 to 2000 | | | | | | | | | | | |
| 1 | D | Nathan SHEPHERD | E39 528i | AMM 304 | 2000 | 416.5 | 58 | 87 | 80.5 | 91 | 100 |
| 2 | D | Josh BARLOWE | E39 540i M Sport | BMJ | 2000 | 376.5 | 81 | 85.5 | 51 | 67 | 92 |
| 3 | E | Rod SMITH | E34 Alpina B10 | 84144H | 1990 | 363.5 | 74 | 70 | 55.5 | 73 | 91 |
| CLASSES F, G & H - PRE 1985 | | | | | | | | | | | |
| 1 | F | Franklin ROZARIO | E24 635Csi | 82978H | 1986 | 410.5 | 74 | 97 | 69.5 | 72 | 98 |
| 2 | G | Emilio ROCCIOLETTI | E9 3.0CS | 84498H | 1973 | 402 | 90 | 84 | 69 | 66 | 93 |
| 3 | F | Paul CARUSO | E21 C1 2.3 | 3182H7 | 1982 | 385 | 74 | 80 | 62 | 69 | 100 |
| 4 | G | Gary GRENDA | 2002 | 26083H | 1974 | 295 | 80 | 52 | 25 | 60 | 78 |
| CLASS M - M POWERED | | | | | | | | | | | |
| 1 | M | Sue SPENDER | F22 M2CS | V MYCS | 2020 | 380 | 31 | 96 | 73 | 80 | 100 |
| 2 | M | Simon BARTLETT | F22 M2 | ACM 296 | 2017 | 363.5 | 37 | 92 | 63.5 | 75 | 96 |
| 3 | M | SALTER Raoul | E36/7 M Roadster | 100 100 | 1998 | 363.5 | 56 | 91 | 59.5 | 66 | 91 |
| 4 | M | Peter GALTRY | E36 M3 Conv | BJG 810 | 1999 | 359.5 | 66 | 79 | 51 | 70.5 | 93 |
| 5 | M | Cobey POLETTI | E36 M3 | unregistered | 1995 | 340 | 76 | 80 | 35 | 68 | 81 |
| 6 | M | Tim LITTLE | E36 M3R | 3772H4 | 1995 | 336 | 40 | 84 | 49 | 68 | 95 |

# Diesel Particulate Filter (DPF) Problem

*Written by David Lumb*

You may ask what possessed me to investigate the DPF in my 2008 BMW E70 X5 (200,000km)?

It all started with the diagnostic tool, Carly. Every month or so I would check the engine for fault codes. Unfortunately, there were several this time – 4 glow plug failures (which I knew about) and a new DPF issue. This concerned me as I knew this could potentially cost several thousand dollars to replace.

**RESEARCH:**
I decided to carry out some research as to why the problem had arisen. As it turned out after searching the internet and speaking to various suppliers, it seemed the DPF maybe the symptom and not necessarily the problem.

On analysis, the DPF had a higher than normal soot (diesel particulate) and ash content. When the soot level rises which is sensed by a differential pressure transmitter across the DPF; this triggers a regeneration at an elevated temperature which converts the soot into ash. The conditions for successful regeneration are based on more than 4 glow plugs being operational (first problem), coolant temperature above 75°C (turned out to be the next problem) and speed above 80KPH. Using Carly I established the coolant temperature never reached 75°C. In fact, 67°C was the highest recorded under some spirited driving.

**WORK NEEDED:**
I decided the best approach going forward was to replace the following:

- 6 glow plugs
- Glow plug control relay unit
- Coolant thermostat
- EGR thermostat
- Water Pump (not required but thought it would be good preventative maintenance)

Now the hard work! It took nearly 1 1/2 days to remove and replace the various bits off the engine.

**RESULTS:**
Engine fires up instantly, always a good sign after some major work. Coolant temperature rose to 95°C and remained constant. After a run down the freeway a DPF regeneration was initiated. Then a quick check of the soot level with Carly indicated a big positive improvement.

The moral of this story is always look at a problem from as many angles as possible to determine if there are any other underlying issues as was the case here.

# BMW 4 Series

## G22 M440i xDrive Coupe review

*Written by Melissa Jeuniewic and Simon Flanagan*

It took us a while to write this review and not because we were procrastinating... We were too busy fielding questions from curious neighbours about the 'exotic' vehicle we had parked in our driveway.

Driving had become a bit of a chore, especially during Melbourne's lockdowns, so I was going into this 24 hour test drive with a very open mind and zero expectations.

Initially, this review was designed to be a 'his' and 'her' assessment but such was my fondness for this car, I needed to take up most of the word count with my insights; allowing Simon to have the final (few) words.

First impressions were surprisingly positive, despite the fact I was greeted with the infamous new honeycomb grill, which is much more understated in the flesh. It certainly grew on me as the day progressed. Of all the comments I received over the 24 hours (and there were plenty), everyone raved about the sporty, sleek look of the M440i coupe and my neighbour even asked me to start the car again, so he could hear the "awesome note of that engine."

The seat belt extender was a valet-like touch and I loved the interior controls and smart device integration (Apple CarPlay), which effortlessly synced with my iPhone and made the drive that much more enjoyable (and less distracting). The front seats (with electric lumbar) and laser headlamps were also luxe inclusions that added to the vast array of well-designed and easy-to-use features.

Cabin space and visibility were also impressive and our golf bag was almost swallowed by the cavernous boot. I was pleasantly surprised by the clear visibility out of every window of this coupe, especially the rear one. I remember the first time I sat in an early model M4; feeling claustrophobic by the sharp rear slope. They've clearly corrected this issue (in my mind) for the newer models.

The drive itself was comfort, comfort, comfort (even in Sports mode). I found myself seeking roads with speed bumps, so I could enjoy the gentle bounce that rivalled the performance of my off-road SUV. Before this experience, I would never have considered a coupe,

and I was not familiar with the M440i, but this car is now firmly in my top 5 favourites (after my beloved JPS of course).

Over to Simon for his impressions of this AWD 3.0T xDrive coupe…

Finally got my hands on the car for a few hours and found the drive quite relaxing and very enjoyable. The cabin is well decked out and feels surprisingly roomy. Jumping out of my M3 into this car, I immediately noticed the plush nature of the ride (Comfort mode in the M3 is still quite firm)! Cruising around the suburbs, the suspension soaked up all the bumps with ease. Noise level in the cabin was virtually non existent and that motor has plenty of ponies on tap should you wish to get to the legal speed limit in a hurry. Plenty of room in the back seat for a couple of passengers as well.

I could see this vehicle being a great daily drive, then taking it out on the weekend and having a bit of fun.

"If you're interested in this car, or any other new or demo BMW, please contact our Club-dedicated Brighton BMW specialist, Baz Kaya, at Baz.Kaya@brightonbmw.com.au, or visit him at 795 Nepean Highway, Bentleigh, Victoria 3204."

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# Mornington Peninsula cruise

## Sunday 28th March 2021

*Written by Tony Whelan*

What a difference a year makes. This cruise to the Mornington Peninsula was originally planned for March of 2020 and then rescheduled twice during 2020 to eventually take place on Sunday 28th March 2021.

I am pleased to advise that we finished up with 38 members, family and guests meeting up at the BP Service Centre, Baxter. I guess after being in lockdown due to the Covid-19 restrictions, everyone was keen to get out and about, meet fellow members and give their pride and joy a bit of a workout to blow out the cobwebs.

We left the BP in convoy to traverse some of the roads less travelled to arrive at Sunny Ridge Strawberry Farm for morning tea. As well as the strawberry delights that came out with the coffees and tea, it looked like some of the members were taking the opportunity to stock up on bulk strawberries to take home to make into jam. The scones, jam and cream were a real winner.

From there it was back in our cars for a further drive to our lunch venue at Mantellina Café in the RACV Cape Schanck Resort. Once again, I made sure that we didn't take the direct route with a diversion via Arthurs Seat and then down to Cape Schanck. Arthurs Seat Road is always a favorite with its switchbacks, normally travelling up, however this time going down towards Dromana. The views of Port Phillip Bay are amazing from this elevated position and it was great to see the Arthurs Seat Eagle back in action. Perhaps an activity for another time.

On arrival at the RACV Cape Schanck Resort, assorted pizzas, chips and salads flowed to each table and I am sure everyone had plenty to eat. To cap off the afternoon, some decided to partake in a tour of the Cape Schanck Lighthouse whilst others stayed on to enjoy the ambience of the RACV Cape Schanck Resort. The lighthouse is one of the oldest in Australia and still operational to be a guiding beacon of light for ships sailing up from the north coast of Tasmania towards the mainland.

It was great to see many conversations flowing throughout the day with members catching up on stories from the past 12 months. As this was our first real cruise day for a very long time, I look forward to organizing many more over the next year.

29

The 5 Most Common

# BMW S65 Engine Problems

*Written by Simon Flanagan*

Having been looking for over 12 months for a decent E92 that I could convert into a track car, frustration was starting to get the better of me and I started looking at a Merc. Funnily enough the week after I enquired about a C63 AMG, I was fortunate enough (and maybe silly enough) to outbid others and secure a 2012 E92 M3, sight unseen! A repairable write off with some panel damage but first inspections have been positive. Mechanically it seems fine but looking forward to having the fluids replaced and seeing if there are any nasties in the oil.

I had been hammering Google and pestering my friends at the car club to learn more about this beautiful 4 litre naturally aspirated V8, technically referred to as the S65. It is found predominately in the 2007 -2013 M3's, replacing the amazing straight six in the E46 M3. Owning an M car, as I do, I assume the M stands for 'Money.' They are expensive and when something goes wrong, and it does, it costs lots of M to fix. Anyway, this is what I have found in my research to be the top 5 S65 engine problems. I'll see if time permits but I may be able to pen an article on each.

**Top 5 S65 Engine Problems**

1. Rod Bearings
2. Throttle Body Actuators
3. Idle Control Valve
4. Valve Cover and Gasket
5. Oil Cooling

## S65 Rod Bearing Failure

Let's get the elephant in the room out first up. Not to mention that it's the first thing to appear in your search engine when you type S65. The deadly rod bearing failure. The rod bearings in the S65 have a tendency to

wear out prematurely, which could end in engine failure. This seems to be the number one issue that numerous forums call out.

It has been difficult to find any data on actually how many S65 engines have let go as a result of rod bearing failure. Anecdotally from talking to people, it doesn't seem to be many. Maybe that's because a lot of folk just get them replaced. Whilst it seems that the effect of this issue has affected a small amount of the engines, it makes all owners nervous. If you are concerned with this possibly fatal problem, switch out the rod bearings with aftermarket bearings. Our magazine sponsors are a good place to start if you are looking for a reputable automotive mechanic to do this Seems the chat is to replace them out every 80,000 km. A precautionary measure is to have your oil analysed after the oil changes to check for any metals.

Chatting to Mark from BM Performance Centre, the S65 doesn't give off many symptoms that the rod bearings are about to fail.

Why do they wear out prematurely I ask Mark? "While there doesn't appear to be one specific reason, it seems the tolerance levels of the bearings, oil cooling and oil change frequency can combine to create premature wear." Mark also noted that while he had seen some S65 engines with worn rod bearings, he had never seen an S65 with failed bearings; adding to the intrigue of actually how many have failed.

The decision to replace or not is clearly a personal choice. For me, it comes down to risk management, peace of mind and particularly given that the car will be used predominately on track. An outlay of about $2500 to prevent a potential engine failure. Consequence of rod bearing failure, a new engine and the bank balance about $25,000 lighter. I'll get them changed out very soon. Happy motoring!


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# Motorsport at Phillip Island

21 March 2021

*Written By Ken Christie*
*Images by Rob Clark*

What a great day was had by all at Phillip Island in late March, including a huge turnout of members; one of the largest we have had at a motorsport event in the last few years. The only issue we faced was the rain that threatened to hit the circuit (in a big way) all day. Fortunately, the Bureau of Meteorology got it wrong, and in 3 of the 4 heats, the rain stayed away and we had a dry track.

There were a lot of smiling faces who could not wait to get onto the track and give it their best shot. Some of the club members also did a PB, which was awesome.

As usual, our Club Motorsport Captain David Lumb did an amazing job of arranging the day with the MSCA support. Overall the club took circa 15% of the whole car field for the day, so it seems to get bigger each meet.

Hopefully, you will enjoy some of the photos taken on the day.

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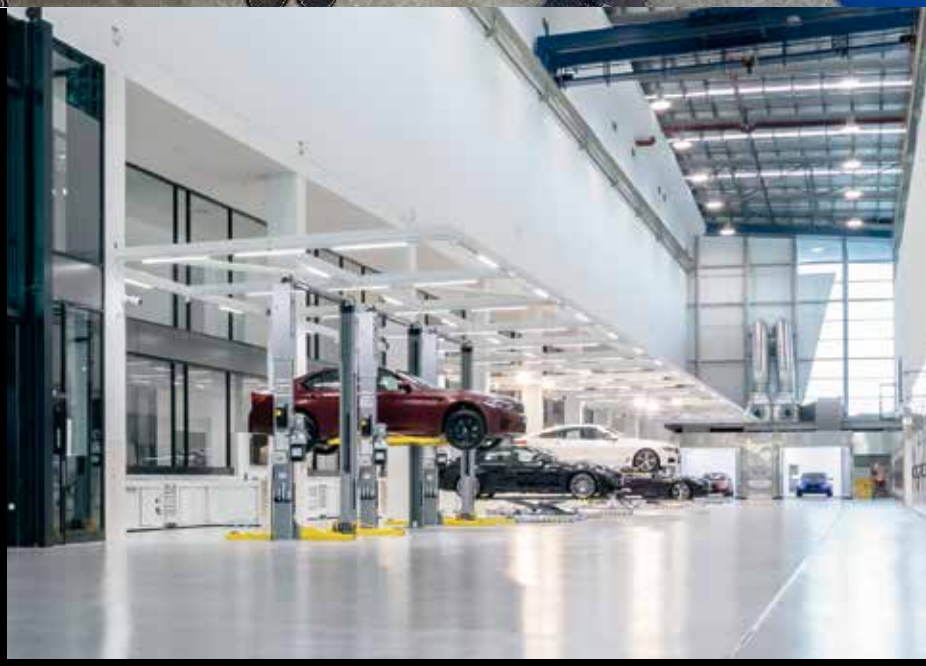

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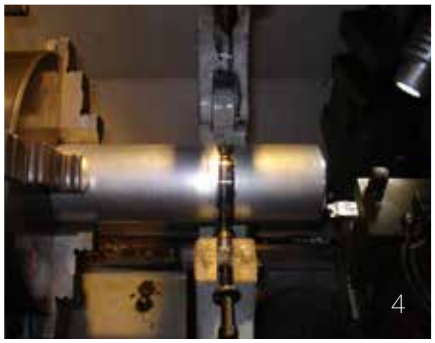
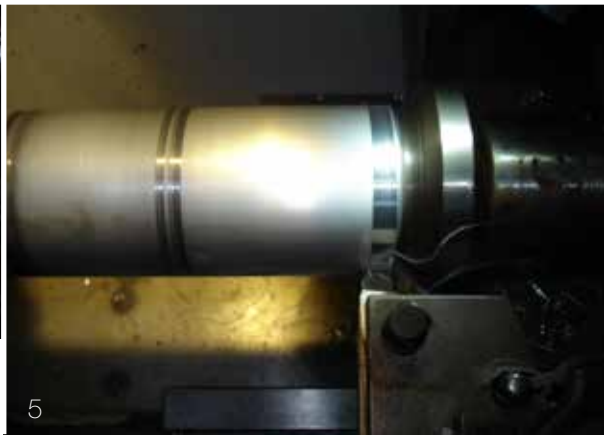
# "DIY GURU" Ken Lee shares his exhaust tips for **E24, 6 series**

*Written by Ken Lee*




Recently a friend asked me to machine some new exhaust extensions for his E24 as they were no longer available from BMW. The replacements were made from aluminium tube like the originals. The originals did not have the rolled lip end like the steel versions on other BMWs making the machining job less extensive.

**Set up and machining**

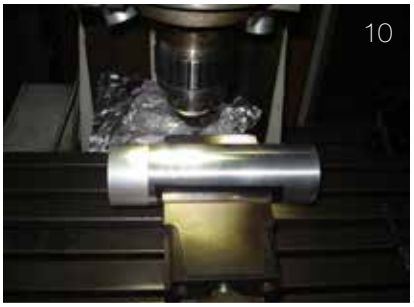
One piece of aluminium tubing is shown being cut to length in the saw (Photo 1) then, set up, in the lathe with a steady to support the tube some distance from the chuck (photo 2 &3), A dial indicator is used to check that the tube is spinning on axis.

The dial indicator tracks the tube during rotation of the chuck by hand. With the steady in place, the inside of the tube was bored to the finished diameter then the rough cut end was machined (Photo 8) . The steady has bronze tips which contact the work requiring oil to avoid gripping the spinning aluminium tube (photos 3 & 4). This leaves the tube marked with contact rings to be machined off later (Photo 7).

The next step in the process is machining the semicircular end. To do this a formed tool was made, using a die grinder, to shape the round concave section in the tool piece (Photo 9), the machining procedure is done with the work spinning slowly, then moving the tool from inside to outside until the full half circle is cut.

The steady can then be removed and a pipe centre used to hold the end furthermost from the chuck. The tapered adaptor in the end of the tube is the pipe centre (Photo 5). Once the pipe centre is locked in place the outside diameter of the tube is cut to size (Photo 7).

After all the lathe work is finished the milling machine is used to drill the clamp bolt hole and the extension has tape applied each side to mitigate any marking from the vice jaws (Photo 10). Photo 12 shows a centering device in the drill chuck and it is used to find the exact centre of the tube before drilling. It stops the drill wandering off centre, when the drill first contacts the work (Photo 13). Once the hole is drilled the correct size a 6mm thread is tapped into the tube and a stainless steel clamp screw put in place (Photo 14). The final stage is buffing the tubes and the amount of buffing is determined by



the machined finish. The rougher the surface the more buffing required. An example of the buffing process is shown in (Photo 15).

### Tools Description

### Form Tool

The forming tool was made using the bench grinder to get a rough shape, then the die grinder to form the concave. The tool is made of high speed steel which is tough enough to machine aluminium and mild steel. Most of my tools are made from high speed steel.

### Die Grinder

This tool is electrically driven at approx. 20,000 RPM and it uses small grinding pieces to grind intricate shapes.

### Dial Indicator

The dial indicator is a standard unit with 0.01mm graduations and it follows the eccentricity of the work as it is revolved by hand enabling the offset to be minimised by adjusting the arms of the steady.

### Tap

The thread is made by using a thread cutting tap and it is important to start normal to the surface as any lean on the tap will cut a non perpendicular thread. I start the tap in the milling machine, while the work is set up for drilling to avoid this.

### Verniers

Vernier callipers are used for fine measurements. The ones shown here can measure up to 200mm with 0.02mm resolution and I use these for most precision work.

### Centre Finder

These clever gadgets straddle a round piece of work and give an accurate indication of where the centre of the tube is and it has a small indicator at the top which indicates the correct position when the marks are aligned.

The need to make certain parts will continue to evolve as BMW no longer supplies some parts for older cars. However BMW is better than most car companies for supplying old car parts, something we can be thankful for.

*Members competing at Sandown - Saturday 10/4/21*

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# E30 2021 Garagistic BMW Driver's Cup Standings
## After Round 2

| Car # | Competitor | Round 1 Sandown | Round 2 Winton | Round 3 Phillip Island | Round 4 Winton | Round 5 Phillip Island | Round 6 Winton | Round 7 Wakefield | Subtotal | C'ship Points | C'ship Position |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 | Alex Jory | 25 | 20 | | | | | | 45 | 45 | 1 |
| 51 | Simon Leach | 22 | 14 | | | | | | 36 | 36 | 2 |
| 24 | Geoff Bowles | 20 | 15 | | | | | | 35 | 35 | 3 |
| 27 | Brian Bourke | 16 | 18 | | | | | | 34 | 34 | 4 |
| 7 | Rory Plant | 18 | 9 | | | | | | 27 | 27 | 5 |
| 30 | Jess Bell | 13 | 12 | | | | | | 25 | 25 | 6 |
| 43 | Jeremy Payne | 0 | 25 | | | | | | 25 | 25 | 6 |
| 38 | Mike Bailey | 15 | 9 | | | | | | 24 | 24 | 8 |
| 19 | Harry Walker | 10 | 14 | | | | | | 24 | 24 | 8 |
| 54 | Paul Shiff | 14 | 8 | | | | | | 22 | 22 | 10 |
| 29 | Chris Bell | 0 | 22 | | | | | | 22 | 22 | 10 |
| 57 | Darryl O'Neill | 10 | 10 | | | | | | 20 | 20 | 12 |
| 40 | Anton Bergman | - | 16 | | | | | | 16 | 16 | 13 |
| 83 | Stuart Clarke | 12 | 0 | | | | | | 12 | 12 | 14 |
| 55 | Simon Shiff | 0 | 11 | | | | | | 11 | 11 | 15 |
| 40 | Rod Martin | 11 | 0 | | | | | | 11 | 11 | 15 |
| 11 | Dean Coutts | - | 10 | | | | | | 10 | 10 | 17 |

# 2021 BMWCCV Club Motorsport Championship Results

Phillip Island was the last round for the year and the weather was perfect.

This sprint decided the outcome of the Championship.

Thanks to all who competed throughout the year even in the face of interruptions caused by COVID-19.

Looking forward to the rest of 2021 and our remaining Championship rounds.

We already have some eager new members keen to get out on the track and have some fun.

David Lumb-Motorsport /Driver Training

**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

| Competitor | Vehicle | Class | Phillip Island | Sandown | Winton | The Bend | Sandown | Winton | Phillip Island | Sandown | Totals | Standing | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 21-3-21 | 10-4-21 | 16-5-21 | 13-6-21 | 1-7-21 | 15 -8-21 | 12-9-21 | 2-10-21 | | Over-all | Class |
| Brett Charter-Barber | E90 330i | C | | 10 | | | | | | | 10 | | |
| George Kantzios | E30 328i mod | D | 10 | 10 | | | | | | | 20 | | |
| Mark Ferguson | Mini r53 Cooper S | D | 9 | 9 | | | | | | | 18 | | |
| Clive Milham | F20 M135i | E | 10 | 9 | | | | | | | 19 | | |
| Glenn Maynard | E82 135i | E | | 10 | | | | | | | 10 | | |
| Brian Easton | F87 M2 Comp | G | 10 | 9 | | | | | | | 19 | | |
| Simon Flanagan | F80 M3 | G | 5 | 7 | | | | | | | 12 | | |
| Tim O'Sullivan | E92 M3 | G | 4 | 8 | | | | | | | 12 | | |
| Mark Verdino | F80 M3 | G | | 10 | | | | | | | 10 | | |
| Glenn Smith | F80 M3 Comp | G | 9 | | | | | | | | 9 | | |
| Zhengyuan Yao | F87 M2 Comp | G | 8 | | | | | | | | 8 | | |
| Kuanga Li | F87 M2 Comp | G | 7 | | | | | | | | 7 | | |
| Xiaopeng Gong | F87 M2 Comp | G | 6 | | | | | | | | 6 | | |
| Peng Li | F87 M2 Comp | G | 3 | | | | | | | | 3 | | |
| Hailong Wang | F87 M2 Comp | H | 10 | | | | | | | | 10 | | |
| David Lumb | E30 325i Race | I | 9 | 9 | | | | | | | 18 | | |
| Ashley Sprague | 2002 Race | I | 10 | | | | | | | | 10 | | |
| Matthew Draheim | E30 325i Race | I | | 10 | | | | | | | 10 | | |
| Simon Latimer | E36 328i | I | | 8 | | | | | | | 8 | | |
| James Draheim | E30 325i Race | I | | 7 | | | | | | | 7 | | |
| Keith Olsen | E92 M3 Production | J | 10 | 10 | | | | | | | 20 | | |
| Ken Christie | E46 M3 Race | J | 9 | | | | | | | | 9 | | |
| Edwin Alway | Porsche 911 GT3RS | L | 10 | 9 | | | | | | | 19 | | |
| Kym De Britt | Holden Astra Sri | L | 9 | 10 | | | | | | | 19 | | |
| Clive Massel | Alfa Guilia | L | 8 | | | | | | | | 8 | | |
| Glyn Bosisto | Nissan Skyline R33 | L | | 8 | | | | | | | 8 | | |

## Welcome to our new members as at March 30 2021

| | |
|---|---|
| Allister Dixon | e35 318i, e36 3228i |
| Monisha Singh & Danijel Sinkovic | e36 328i Convertible & e36 318is |
| Glenn Smith | F80 M3 Competition |
| Robert McMartin | 5G29 Z4 S2.0 |
| Osman Koc | E93 335i |
| Domenic Morabato | 8G20 330i |
| Mark Phillips | e92 M3 |
| Shane Robertson | F80 M3 2016 |
| Pauline Dykstra partner of Piebe Van Houten | |
| Ferhan Acar | 20i 1988 |
| James Bowden | M135i 2013 M3 1986 |
| David Fletcher | e30 1988 |
| Matt Holland | 330im sport 2016 |
| Mark Hamilton | 318i 1989 |
| Paul Owen Lisa Owen | M4 F83 LCI 2018 |
| Brett Charter-Barber | 330i m sport 2005 |
| Jonathan Gan & Giovanna Gan | M4 GTS 2017 6 series 1970 e9 2800cs |
| Nicholas Thoms | 125i coupe 2011 120i hatch 2005 |
| Adrian Gualano | 125i 2010 |
| Chris Kondos | 328i conv 1995 |
| Tom Kehoe | 328i conv 1995 |
| Dan McAlpine | M2 2018 e21 320 2 ltr |
| Kent Balas | 135x drive 2020 |
| Tim O'Sullivan | e46 M3 man 2002 e92 M3 man 2007 |
| Mark Ferguson | 2005 mini cooper s |
| Peng Li | M2 comp 2020 |
| Zhengyuan Yao | 3 comp 2018 |
| Brandon Givoni | 125i 2020 |
| Rob McAllister | E92 M3 2009 |
| David Bakes | 28i conv 1996 |
| Christopher Punturere | M135i 2016, M2CS 2020 X5 4.0I 2019 |
| Graham Mace | eM2 2018 |
| Tham Chin | X3 msport 3.0d 2018 3.0 csi 1973 |
| Stuart Blizzard | e30 325i 4 door auto 1988, e30 325i 2 door man 1987, e30 325i 4 door auto 1989 |
| Jonathan O'Donnell-Young | 330ci 2002 |
| Soksan Long | 320d conv 2011 |
| Anthony Pearse | M5 1987 |
| Tyler and Narelle Coady | X5 x drive 30d 2011 |
| Phil and Sue Spender | 2 CS 2021 |
| Steve Cozens and Wendy Clarke | e21 323i 1982 |
| Jos Smith | M2 2017 |
| Mark Verdino | F80 M3 2018 |
| Jason and Jack Bodsworth | E28 M535i 1986 |
| Shane Flaherty | 325is 1988 |
| Edwin Always | X3 M40i 2019 |
| Francisco Valles and Cooper Becker-Valles | M3 comp 2018 |

| WELCOME BACK | |
|---|---|
| Michael & Ethan Englebright | 120i, e28 528i, F82 M4, e36 318i, e36 323i |
| Neil Newbury | e36 323i Touring |
| Cam McDonald | E93 325i |

### Quiz Answers

**1.** The correct answer was 1975. The first 3 series was the E21, and was released from 1975 to 1983. It was the first BMW to sell over 1 million worldwide. It came in a wide variety of engine sizes, from a 75hp 315 to the top of the line 143hp 323i.

**2**. The correct answer was E30. The E30 was released from 1982 till 1991. It was released first as a two door model and had such variants as a 4 door sedan, 4 door 'touring' or station wagon and a soft top convertible.

**3**. The correct answer was Baur. Baur has been making convertibles for luxury car makers since the 1930's. Alpina is a stand alone modifying company with close relations to BMW. Harman Kardan is an audio supplier for BMW.

AC Schnitzer is a tuning company that specialises in BMW.

**4**. Yes, the E36, 1990 to 1999, came in a variety of engine capacities. Ranging from a 100hp 316i to a 321hp M3. It also came as a 318 and 325 turbo diesel.

**5**. The correct answer was 29. Over 40,000 E46 M3's were produced from 1999 to 2006.

**6**. The correct answer was Yes. The E90 comes in a variety of models with the 335i being a twin turbocharged 3.0litre engine producing 302hp.

**7**. The correct answer was 4.8 seconds. The 2008 E93 M3 has a V8 engine a produces 420hp and 400Nm of torque. It can reach 100km/h in 4.8 seconds and has a limited top speed of 250km/h.

**8**. 2002. The 2002 was the forerunner to the 3 series and was produced from 1968 till 1976. It was also an inspiration for the current 1 series.

**9**. The correct answer was E90 320d. A 320d was used in brief scene in this Matt Damon movie.

**10**. New 3 series. The F30 was released in 2012. It was to be based on the 2007 CS Concept shown at the Shanghai Auto Show.


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