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2021 Issue 166



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Photo by Julian Hochgesang ,  
taken at BMW Welt, Am Olympiapark,  
München, Deutschland

# From the Vice President



## To all the members and friends of the BMW Car Club of Victoria

Here we are in late 2021 and finally out of the “snap 7 day” lockdown that turned into several months.

I hope everyone is OK and I look forward to seeing members at our next event.

Unfortunately, the Victorian lockdown and closed state borders has meant one of your club’s “signature & significant” events – the Melbourne Cup weekend tour (this year planned for the Snowy Mountains); has become yet another casualty of “that virus.”

May I suggest that you block out your diary for Oct 29 – Nov 1, 2022, so you can join us for a great long weekend.

Whilst planning for next year, maybe you’d like to join those attending the Club’s Australia Nationals in Canberra – March 11-14.

I’ll take that as a segue, on behalf of all the members, to thank the committee for the tremendous amount of organising, re-organising and re-organising of events, both social and motorsport.

Last year we delayed the AGM so that it would be a real (vs virtual) event, which meant it happened in March. This year we begrudgingly went ahead on schedule via Zoom. There was no light at the end of the tunnel. Hans Neilsen – Secretary has written a brief report on the AGM and included elsewhere in this edition. We welcome the new committee members.

Membership numbers of our club have remained stable, growing slightly, during the past 18 months, and I’ll take this opportunity to thank all our members for their loyalty. As soon as movement (travel) is allowed, your committee will get the events happening again and we all look forward to seeing you at these events.

We also decided to keep the virtual AGM “business only” and move the club presentations and social interaction to the Christmas lunch at Trawool on December 12. Please join us, it will be a great day.

Please refer to the events section of the club portal for all the coming events; we sincerely hope the repeated “rescheduling” is at an end and we look forward to meeting many members at these events over coming months.

Take care, be safe and be well.

Jeff Murdoch. 0412 335 365

## Message from the Editorial crew



How good is it to be out of lockdown and to be able to hold events again! The club membership continues to grow, with well over 500 members and the Committee have quite a few events planned over the next six months, please keep an eye out for these on the club website. We have included a variety of topics and great articles by members in the magazine this quarter, we also wanted to say thank you to all those who have contributed (during a tough time in COVID), we are always looking for magazine articles so if you have one please be in contact with either Melissa or myself. We have one more round of the club Motorsport competition and an update on the Winton event is included in the magazine. Looking forward to our new freedom to hold club events.

The Editorial Crew, Ken Christie and Melissa Jeuniewicz

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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](http://bmwcarclubvic.com.au)

DATE	EVENT	LOCATION
Sunday, 14 November 2021	Simulator Fun	Southbank
Saturday, 20 November 2021	Come & Try Day for Women	Phillip Island
Sunday, 28 November 2021	Grand Ridge Brewery Cruise Event	Mirboo North
Monday, 29 November 2021	Member's Event Track Car Setup and Detailing Night	BM Performance Centre
Sunday, 5 December 2021	Motorsport Sprint Day	Sandown
Sunday, 12 December 2021	Cruise & Christmas Luncheon at Trawool Estate	Trawool Estate
Sunday, 9 January 2022	Cars & Coffee Event	TBA
Sunday, 30 January 2022	German Car Display	Sandown
Saturday, 6 February 2021	Cruise Event	TBA
Sunday, 20 February 2022	British & European Car Display	Yarra Glen Racecourse
Sunday, 6 March 2022	Geelong Revival Car Display	Geelong Waterfront
Sunday, 6 March 2022	Motorsport Sprint Day	Sandown
Fri-Mon 11-14 March 2022	BMW Clubs Australia National Rally	Canberra
Friday, 25 March 2022	Performance Driver Training & Car Care for Women	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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# Spinning off

*Written by Sally Anne Hains*

Spinning off on the inside of Turn 1 at Sandown got me into motorsport. Something in me changed from thinking of driving as getting from A to B, to experiencing it as a very exciting and challenging skill to be developed.

Thanks to my father-in-law giving family members a Murcotts Driving Course voucher for Christmas, I found myself at Sandown that day about 15 years ago, in a BMW 325i, doing an oversteer exercise at Turn 1. That feeling of there being more to driving than simply obeying the road rules stayed with me until a few years later, I saw a beautiful black e46 M3 CSL for sale, and bought it. I joined the BMW Club and off to Haunted Hills I went for a Hill Climb. My first event. Naivety is a wonderful thing, but car and I ended the day in one piece. And then to Winton where Graeme Bell kindly fitted a fire extinguisher mount. Yes, there were lots of Motorsport Regulations! Then, as luck would have it, I won a Kindergarten raffle prize of a lap with John Bowe at the wheel of a Lotus at Sandown,

donated by a Lotus-enthusiast father.

That went on to me doing many John Bowe Driver Training Days at all the Victorian tracks, and even a trip to Tasmania to Symmons Plains and Baskerville. I learnt about "the line", braking, accelerating, tyre pressures, track tyres, the importance of race brake fluid and brake pads. And with all this, I needed help to implement it, so went to Northern BM, where Phil Showers introduced me to the peculiarly frustrating joys of the Regularity. Yes, easy, just set a time you can do consistently, and do it consistently, preferably within 1/10th of a second variance, with 40 other cars around you, and have your other 3 to 4 team members do the same, no timing devices allowed, and voila!, a win! Hah! I had great fun in the CSL doing them, a very big part of it being the camaraderie of my fellow team members.

With growing children came the idea that an Audi RS6 Avant would be a good idea. It was, but then I saw an article in Motor Magazine about one that had been



tuned by Evolve Technik, to its significant improvement in 0 – 100kms time. This really fascinated me, so our RS6 went to Evolve and got a tune and some very fancy new wheels. It was now a whole new world of the Runway Sprint. An event that comprised driving to a far flung airstrip, a standing start, and then accelerating to a distance of 1000 metres. The RS6, being a V10 four wheel drive, excelled at getting off the line, but being over 2 tonne in weight ultimately limited it. I still stand in awe of the cars that got to over 350 km per hour, and needed a parachute to stop them. A lot of skilled work went into them. The Snowy Mountains, Temora and Gunnedah Runway Sprints were all fantastic events that took me on some drives through wonderful country that I would never otherwise have done.

And then there was the grey 997.2 Porsche Turbo. My husband bought it but it was hard to stick to the road speed limits, so he bought a very agile JCW Mini to drive to drive around town. I knew through

Evolve Technik that Peter Fitzgerald ran Fitzgerald Racing Services, and prepared Porsches for the track, and organized support for track days, Porsche Club days in particular. So the Turbo went to him and very gradually improvements for the track were made. The race harness was perhaps the simplest and most dramatic improvement in time gained. I felt connected to the car in a way that the road seatbelt could never do. Eventually the car was run on slick tyres. These, especially when new, also gave a whole new feeling of grip that treaded track tyres could not.

The grey Turbo proved to be extremely versatile, capable of respectable drag times at Heathcote and Calder, and also lap times at Club Sprints and even resulting in winning the Victorian Supersprint Championship Outright. Unfortunately I had a crash with another car at Challenge Bathurst down the bottom of the Mountain, so went on to buy another 997.2 Turbo, a white one.

More improvements were done to this one, upgraded Turbos, light weighting, as well as the half roll cage, tune, exhaust as were done with the grey one. I had learnt that you can't simply tune for more power – everything must be strengthened to deal with it, or things break.

It was very exciting when it won the Geelong Revival Sprint with a time of 9.80 seconds in 2019, a quarter mile sprint along the waterfront, with a very short braking zone, and then some very large water barriers at the end. I believe this time was helped by Mickey Thompson tyres sourced by Stuckey Tyre Service, who I knew from my BMW days. Once again, the camaraderie amongst fellow competitors, and seeing the huge variety of cars, including a special BMW Display, really made it a memorable event.

Along the way, thanks to Porsche, there have been a few trips to Northern Finland for the Porsche Ice Driving Experience, driving a Cup Car at Queensland Motor Raceway, and the opportunity to drive the Turbo on Albert Park F1 Track before the Grand Prix.

With the CSL retired from the track, but still very much enjoyed on the road, I am looking forward to getting back to the track in the white Turbo, and meeting up again with all the fellow drivers and marshals who make it all happen. The Turbo is now towed to the track, and I often drive there in the CSL, but nothing can beat the time at Phillip Island a few years back where one of the drivers arrived in his crop duster helicopter. Such are the experiences of Motorsport that keep me coming back.



# Christmas in July

cruise  
and luncheon.

This is an annual event that I try to plan to be in the mountains around Melbourne with the thought that we might get a bit of snow in the middle of winter, thus making it a "White Christmas". Well, this year Mother Nature caused havoc a few weeks earlier by blowing a heap of trees over in the Dandenong's, blocking roads and causing damage to residences and infrastructure in the area. Fortunately, the "Pig and Whistle Tavern" wasn't damaged, and we had over 40 members, family and friends attend on the day.

The cruise route that I had planned to take was changed numerous times due to road blockages and I even checked the VicRoads website the night before to make sure all intended roads would be safe to travel on. However, on the morning a slight detour had to be accomplished due to a tree fall overnight. Luckily, we had split into two groups and Val Smith from the first group advised the second group to turn off a bit earlier to save a long trip around the blockage. Suffice to say we all arrived at Cockatoo for morning tea without losing anyone.

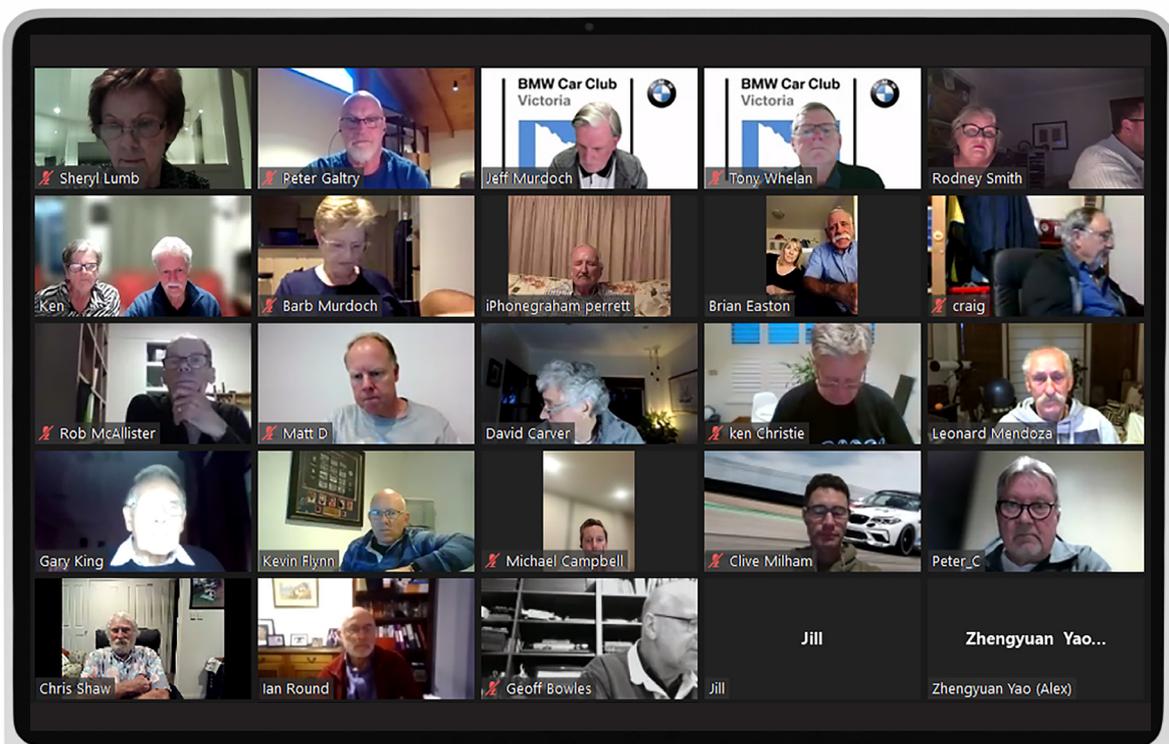


Once at the Pig and Whistle Tavern, everyone settled into a lovely 3 course traditional Christmas roast meal for our luncheon. Even though we had a bit of rain on the day, however not quite cold enough and therefore we didn't see any snow. The warmth in front of the open fire beckoned after lunch for a coffee before heading home.

Unfortunately, we went into Covid-19 lockdown very soon after this event which has precluded us running

any further social events for August, September and October. Hopefully by the end of November we can get back to going for our enjoyable cruises and luncheons. I look forward to catching up with everyone on a future event.

Tony Whelan.  
Activities Co-Ordinator.



# AGM 2021

*Written by Hans Neilson*

The club's Annual General meeting was held on the 4th of October 2021. For the first time ever due to Covid restrictions, it was held as a Zoom meeting.

There were 30 attendees for the meeting, which constituted a quorum. The committee wishes to take this opportunity to thank all those members who were able to attend.

The purpose of the AGM was to briefly review the year that was, pass the annual accounts and to elect a new half committee. (Each year, half of the committee resign, and either stand for re-election, or new committee members are elected. The following committee positions were filled:

<b>Treasurer:</b>	Phil Logan
<b>Membership/Club Permits:</b>	Rod Smith
<b>Merchandise:</b>	Peter Galtry
<b>Loans:</b>	Ken Lee
<b>General Committee Member:</b>	Kevin Flynn

The Position of President was not filled as there were no candidates. The committee will proceed through the forthcoming year with Jeff Murdoch as the Vice President acting as the chair. It is the belief of the committee that it will continue to function effectively in this manner for the foreseeable future.

In his summary address at the AGM, Jeff Murdoch reflected on the impact that Covid had had on club activities and the ongoing commitment of the committee to ensure that club was well run and in a strong membership and financial position. Jeff also acknowledged and thanked Paul Weatherall as past President for his leadership and contribution to the club. Jeff also acknowledged the special effort made by Tony Whelan and David Lumb to keep the event and Motorsport activities going in a very difficult year.

The AGM also approved a motion to increase the General Committee members by one, to allow for the recruitment of a candidate to the committee to improve the Diversity of the committee and the club's appeal to female and/or younger club members.

Let's hope that next year, the AGM along with all other member meetings and events will be able to be held face to face. The committee looks forward to seeing you all at an upcoming event.

Drive safely and enjoy your BMW.....  
BMW Car Club of Victoria, Inc. Committee.

A photograph of three men standing outdoors at what appears to be a race track or motorsport event. The man on the left is wearing a black long-sleeved shirt and is gesturing with his hands while talking to the man in the middle. The man in the middle is wearing a white t-shirt and a dark vest. The man on the right is wearing a black t-shirt, a dark baseball cap, and sunglasses. In the background, there are buildings, a red car, and a white car with racing stripes.

# Circuit Driving Event Questions

By Ken Christie with Dean Sammut

This is the first in our three-part series where I chat to Dean Sammut, from Evolve Driving, about Driver Training, Track and Sprint events; based on common questions we've received from car club members over the years. The questions come from drivers with a range of experience - from those who have never been on track through to drivers who have a racing licence. Read on to get more from your driving experience! Stay tuned for Episodes 2 and 3 in future editions.

## Episode #1: Introduction to Circuit Driving events Q&A

### Q.1: How do I choose the right event?

There are a huge range of events available but only some of these are the best suited options for drivers to enhance their track driving skills.

- Driver Training event (non-timed)
  - The format is focused on developing driver skills.
  - Professional instructors to help guide you through your experience.
- Track Day (non-timed)
  - No instruction or guidance provided for new drivers.
  - Common to have a lot of drivers in each drive group.
- Often running short drive sessions (as short as 8-10mins).
- May need to add items to fully enjoy the experience (food, garage, etc.).
- Sprint Event (timed, not a race)
  - Similar format to a Track Day above.
  - Each driver is being timed.
- Manufacturer Drive Day
  - Driving activities that highlight the features and performance of the brand's products with only basic skills being taught.

What's the difference between an Open Track Day, Sprint vs Driver Training Day?

A track day, test & tune, or open pit lane style event (they are known by many names) provide basic track access, usually in short drive sessions on track with a variety of cars and driver experience.

A Sprint event is a timed event, although you are not racing against other drivers, just racing against the clock to beat your own lap times.

Finally, a driver training event would provide you with the best chance to enjoy your track time with the lowest risk

thanks to guidance from professional instructors (not just someone willing to sit next to you!).

Some things to consider when selecting your first track event include:

- How much track time will I get?
- How many other cars will be on track with me?
- Is there any instruction available, and if so, how much instruction, what format and what is the instructor's experience?
- Is there lap timing or racing? (Avoid lap timing for your first event).
- Do I need to book anything else (e.g., garage, lap timer, etc.)?
- If food is not provided, is there a cafeteria/food truck, or do I bring my own?
- How do I need to prepare myself and my car for the event?

What if I haven't had any track driving experience?

On an Evolve Driving event if you are new to the track, we will have a professional instructor drive you for a couple of laps to point out any critical safety items and highlight techniques and lines to drive.

If the event that you are attending doesn't have instruction or any separation of new drivers from experienced drivers, then you should do as much 'homework' as possible. Homework includes:

- Print a Track Map.
- Watch Onboard Video footage of drivers at the venue you are visiting.
- Ask questions of Other Drivers.
- Follow an experienced driver for the first lap or two to see their driving lines.
- Use your first laps as Observation Laps, don't rush to add speed.

### **Q.2: What do I need to do to prepare my car?**

Most modern cars can deal with a day on track without too much stress. We always recommend that you at least have your brake pad material and fluid checked to ensure that it is suitable for high performance activity. Along with this, tyres should have good tread depth and be inflated to 4-6psi higher than manufacturer standard recommendation (for road tyres). Also keep any unnecessary loose items out of the car.

For some events you may be required to have a fire extinguisher fitted.

There should be details in your pre-event information, supplementary regulations or event guidelines outlining vehicle requirements. If you are unsure of how to prepare your car for the activity you are attending, then refer to a

professional or another club member for guidance.

### **Q.3: Is my car covered by insurance?**

Most insurance companies do not cover activity on a racetrack. Events such as Evolve Driving's Performance Driving events are driver training programs and have some great risk management structures in place to protect participants (small drive groups, professional driver coaches, non-competitive, etc.) so some insurance companies may still cover this.

### **Q.4: What things do I need to prepare and what should I wear?**

Some ideas of how to prepare for your track driving event are noted in Q1. We also recommend that you have a good sleep prior to your event, have your clothes/gear ready, aim to arrive 'on time' at the latest (if you miss your drivers briefing you may not be allowed to participate), be familiar with how to get to the venue and where you need to go once in the venue, have any paperwork completed and finally be excited!

You will need a helmet (not a bicycle or motocross helmet) and often most events will require you to wear full length non-flammable clothing (cotton or denim for example) and enclosed shoes. If you don't have your own helmet, then some organisations may have helmets available to hire/rent on the day of the event but check this before-hand.

### **Q.5: How do I manage my time on an event?**

It is important to note when you need to be at the drivers briefing. This is usually a compulsory meeting for all drivers in your group, that will explain the safety aspects of the event including how to deal with any flags that may be shown on track, how to overtake safely, where to go for the beginning of your sessions, etc.

Once you know your event schedule you can work out when you can catch up on phone calls, refuel and check tyre pressures, grab a snack, eat lunch, and most importantly chat to other drivers on the event – after all these events are a fantastic place to make great friends who share a similar passion to you!

Another consideration in relation to managing your time on an event is to 'pace yourself', especially if you are new to track driving.

Use your first session to build up an awareness of the environment that you will be driving in, without high intensity speeds.

In your second session you should focus on developing some consistency of the technique for each corner/section of the track which will include identifying the timing of your braking, turning and acceleration, so that when you do start adding some speed it will feel more natural.

For your third session you should maintain the previously

developed consistency of technique and now start understanding the line that you want to take for each corner/section of the track.

And in session 4 onwards you can start to increase speed and explore slightly later braking to find the next level of performance.

### **Q.6: Should I change my Seating set-up for track driving?**

No, you shouldn't need to change your seating/cockpit set-up for the track. You should already have a good set-up that you use daily as the optimum seating set-up gives you benefits of car control, comfort, safety and feel in all driving environments.

The optimum cockpit set-up includes:

- Have your seat set down low, at a good distance to the pedals so that you can press them fully without stretching.
- Set the steering wheel at a height to give you clear vision of the gauges on the dash and allow you to reach it without stretching, in fact you should be able to hold it at 9 & 3 o'clock position with a good bend at your elbow.
- The seatback should be 'squared up' in an upright angle.
- Ensure that any seatbelts or harnesses are set-up correctly, so that they properly secure you in the seat.

### **Q.7: How should I use my brakes when on track?**

Your brakes are the *biggest performance factor* when driving, even more so when driving on track. This is surprising to most people who believe that engine power (and therefore the accelerator) is the most important item, if you cannot slow and stop the car for the corners it doesn't matter how fast you've been on the straights prior to that.

The simple summary of how to use your brakes when on track is to use a high level of pressure early in the braking phase (as soon as you first press the pedal), maintain that high pressure while wiping off most of your speed, and then slowly easing off that pressure towards the point where you turn in to the corner. Sometimes you may carry some brake pressure as you are turning into the corner but at this point the brakes are no longer used for slowing (although they will still reduce some speed) and they are now used for balancing the car.

### **Q.8: How do I use the throttle for best performance?**

The best description here is that your throttle is not a light switch and needs some patience to maximize the acceleration that the car can achieve. Too many drivers believe that to go fast on track they must be on the throttle as much as possible, causing them to get straight

back on the gas as soon as they finish braking. Doing this increases risk and is detrimental to performance, the value of the throttle/accelerator comes from using the right amount at the right time.

### **Q.9: What is the main technique that will improve my performance driving?**

One of the key elements for successful driving in all environments but certainly a huge influence for track driving, is your VISION. You always need to be looking as far as possible down the road and through corners so that you can capture relevant information as early as possible and then be able to match the required inputs (braking, steering, accelerator). Because you are travelling so fast when on track, looking further ahead than you ever do on the road becomes very important. Surprisingly as simple as 'looking' down the road/track sounds, it's a skill of its own that needs a lot of practice.

### **About Evolve Driving**

At Evolve Driving our goal is to 'Evolve the Driver'. Whether it's to make you a safer driver or a faster driver, we are here to support you. We love all things driving and provide premium quality driving courses and events, including Performance Driving events, Defensive Road Safety programs, Corporate Drive Days and One-On-One Driver Coaching.

In a non-COVID interrupted year we conduct over 50 events at tracks across Australia, including the world-famous Mount Panorama Bathurst and iconic Phillip Island Circuits, Charity Drive Days, Tassie Tour, and off-track car/driving community social events.

We only employ the best instructors who share our passion for cars and driving. On our Performance Driving events, you'll get plenty of track time in small drive groups (so minimal on-track traffic) and professional instructors to give you the right guidance to safely enjoy the true performance of your car. Our team is always available to help in any way we can; whether that be before, during or after your event, we're ready to assist.

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# Tarmac Rally - a passion *by Cobey Poletti*

For those of you not aware, I have a keen interest in the Targa and Australian Tarmac Rally (ATR) series.

Targa commenced back in 1992, and currently numerous events are now held around the country in unique and iconic destinations, probably the most well-known being Targa Tasmania, however Targa Great Barrier Reef & Targa High Country here in Victoria, are notable events on the year's calendar.

The competition stages of these events see's purpose-built rally cars competing on the closed sealed public roads, starting at 30 second intervals, cars race against the clock with the winner being the fastest car over all stages of the event.

Each Targa event makes up the Motorsport Australia Targa Championship, and often consists of over 250 different cars taking part across multiple vehicle classes, making this series the largest motorsport championship in the country.

Differing to circuit racing, each vehicle competes as a driver / navigator team. The navigator is either prepare or are provided with a detailed set of 'stage pace notes' which provides crews with every road detail of the

timed stage, namely the nominal radius of every bend, distances and hazards between.

The navigator role is crucial to ensuring the driver is aware of the upcoming road conditions and likewise, the driver must be listening to these instructions intently to ensure the car is at the safe speed and position on the road at that given point.

The competition segment has no speed limit restrictions and given that these roads are chosen for their challenging nature, with little or no room for error, it is critical that navigator and driver work as one to ensure they finish the stage without incident and in the best time possible. An enviable task with considerable risk, demonstrating an incredible amount of skill and dedication from each team entrant.

Naturally being a BMW fan, Peter Gluskie & Samantha Winter who campaign a beautifully prepared 1989 E30 325e in the Classic Outright class, drew my attention from the beginning.

Peter Gluskie originally from Hobart, grew up following Targa Tasmania having watched the first one back in 1992. He got his break into circuit racing this time in



Photos courtesy of Angryman Photography

a 1983 E30 323i purchased in 2012. This allowed him to drive his way to the 2014 Victorian Supersprint Champion in Class G and the vehicle was further developed to compete in the E30 racing series. Peter had a desire to broaden his competitive driving beyond the circuit alone and the challenge of tarmac rally seemed to fit the bill.

Samantha (Sam) Winter is a former dirt rally navigator who got into motorsport back in her 20's in both NSW and SA through various club memberships. Sam became a navigator when a flatmate in Sydney bought a rally car in 1995. She competed in Supersprints up until 1997, whereby she returned to her hometown of Adelaide taking the passenger seat in Mark Armitage's Datsun 1200, becoming the SA State Champions in Class 1 of that year. Having reached the pinnacle of the sport at that time, it was over 17 years later before Sam rekindled her love of rallying.

Peter & Sam met through their corporate lives, and they soon discovered a shared passion for motorsport. They spent many moments musing about the joys of their motorsport journey's and experiences, and had an idea to combine their talents – Peter's tarmac racing skills

and Sam's navigator past. Gluskie Winter Motorsport was formed in 2015.

Peter & Sam have seen many Targa stage wins in the E30 since, and their dedication and hard work developing their skills has paid dividends. They successfully claimed the Classic Championship win in 2018, with 2nd Place in 2019 and they have recently won both the Classic and Classic outright championship for the 2020/2021 combined season.

Having to unfortunately forfeit their entry at Cairns – Targa Great Barrier Reef earlier this month due to the QLD Covid border restrictions they are both looking forward to.

Targa High Country to be held on 12th – 14th November, and then the 30th Anniversary running of Targa Tasmania in March next year, no doubt both Peter and Sam will be looking forward to trying to defend their Championships.

As always, I wish them both the best of luck, and will be cheering them along in their mighty E30!

I was lucky to be able to ask both Peter and Sam the following questions recently which I hope gives you a

brief insight into these two fantastic competitors;

### **What drew you to Tarmac Rally?**

As mentioned, I grew up in Hobart so was well aware of Targa Tasmania but really had no concept of what racing in these events would entail. They ran a one day Rookie/come and try event in 2015 called Targa Hellyer George and we decided to give it a go. From there we were hooked on the challenge, the team work and the exhilaration of this style of racing.

Circuit racing is about refining your speed around a dozen or so corners, tarmac rallying is about taking all information available about a corner, visuals, Sam's call, weather conditions, entry speed etc and then make a judgement on how fast to drive it. You then repeat this hundreds of times throughout an event often within an instant.

Most members would have driven Reefton Spur. Imagine the fun driving that with the road closed, no oncoming traffic and no speed limit. We probably only get to 180kph through there given there's only a couple of straight sections but that's more than enough to get the adrenaline going.

### **Can you describe your roles in the car, and how you prepare yourselves for each event?**

We split the work pretty much equally between us - Peter is everything to do with car, Sam is everything outside of the car.

**Peter** – for me having a reliable car is vital. I give it a full once over before an event. Make sure there's plenty of tread on the tyres (we run Yokohama semi slicks) check the brakes and fluid levels. Aside from the engine, the E30 still complies with the E30 circuit racing specifications, which have proven to be a reliable and cost effective formula, with many spares available. The engine is a stroked 2.7l which gives a bit more punch than the standard 2.5i E30 motor.

**Sam** – I spend time ensuring the pace notes are ready and that any information we may have gathered from previous events has been included. I'm also the chief travel arranger, and during covid times that's no easy task. Booking, canceling and rebooking hotels and airfares is all part of the fun. Social media and keeping people up to date on our activities is an important part of what I do, we have a range of people following our Facebook page across Australia and throughout the world, with people following us from as wide a range of places as Japan to the UK and US. I also look after food, snacks and the infamous thermos of tea which keeps Peter going through an event!

The key thing we then do as a team is reconnaissance of the stages. We can drive the stages prior to the event in a road car abiding by posted speed limits and

check that the notes we have are correct. We check especially the road surface and any new hazards that haven't been taken into account. This ensures we are as well prepared as we can be. It doesn't completely remove the risks though, as a small undulation in the road at 60kph can be far more significant at 200kph, but the more information we have the better.

### **How do you establish the trust and rhythm in the car, given both the navigator and driver roles go hand in hand?**

The trust and rhythm are built up over time. It's a very co-dependant relationship in the car and it means we need to be both concentrating to get the best times. Sam needs to ensure she is calling the right corners at the right time as we approach them and I need to be listening and controlling the car accordingly. We talk a lot and debrief after each day and event. Both of us reflect on what went well and didn't so we can think about what to keep doing, or do differently next event.

If either of us are having a bad day, it's immediately obvious. The rhythm disappears and the car speed drops. To drive over a blind crest flat out requires confidence that when the pace notes say its 200m straight on the other side of the crest you know that's the right call. If there is ever any uncertainty, we have to slow down.

### **What do you regard as your biggest achievement personally, since forming GluskieWinter Motorsport?**

Winning both the 2020/21 Motorsport Australia Classic Handicap, and Classic Outright championships is certainly a highlight. There were 46 crews who were eligible for points across the season, so winning against such tough competition is something which we are both very proud.

Achieving second place in the classic section at Targa Tasmania in 2019 is also right up there. 6 days of competition, 33 individual stages, 500 competitive kilometers in very tough weather conditions meant that just finishing was an achievement. Getting on the podium was even more satisfying.

### **What was your first car?**

**Peter** – a lovely pale 4 cyl blue LJ Torana.

**Sam** a burnt orange Datsun 120Y

### **What is your favourite BMW?**

**Peter** – A nice E30 always catches my eye.....although having seen a new M3 competition up close its very appealing. Shame it can't tow the race car and trailer

**Sam** – Having owned many vehicles across the BMW range, my John Copper Works Mini Countryman is hard to beat.

# Video capture your drive and share the fun with family and friends!

By Sheryl Lumb



The Club's 6 new GoPro Hero 9 Black cameras for in car video capture of your driver training and motorsport events are ready and waiting.

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# What's My Ride?

*Written by Ken Christie and Keith Olsen*

I had a great opportunity to catch up with Keith Olsen on his classic ride, a "1974 BMW 3.0 CSI", and ask him a few questions about the car and his background.

## **How did your passion for BMW cars start?**

As a boy I always loved cars and knew from an early age that I would do something in the car world; in fact I really wanted to be a Formula 1 mechanic. A friend of mine knew someone who had a BMW workshop, and as a kid I thought it was such a cool brand when I visited the workshop.

I wanted to start my apprenticeship at a BMW dealer, however, I took on an apprenticeship at an East Bentleigh workshop. After working there for 16 years, I decided to go out on my own with Andrew (who worked with me) to start Southern BM. I had a passion for enhancing the BMW performance; that was the background to my BMW passion.

## **What was your first car?**

Interesting that my first car as an 18 year old, was a 1974 BMW 3.0 SI. In fact, it was an 18 year old car on my 18th birthday (back in 1992). I still own the car today. At the time I could not afford a coupe - I paid \$6,500 for it which was a lot of money as an 18 year old and it was a one owner car (with me being the 2nd owner). Still love the car and get it out occasionally for a cruise.

## **Can you tell us a little about this special 1974 3.0 CSI Coupe and your ownership**

It really is a special car to me, personally, and as a classic BMW; it is only 1 of 207 RHD cars that were built. I first saw the car in 1993 where I worked on it; repairing the cylinder head as a mechanic. It was a great colour combination, and from that day I set a goal of getting one. I have owned the car for four years, interestingly the prior owner who I knew had two of these, and I said to him if you are ever going to sell the car let me know. I got a phone call out of the blue and

he said he was going to sell the car. We negotiated a price and now have it as a very special car in my collection. In the future (probably in 12 months time), I plan to do a complete restoration on the body. I have completed the interior, including all the leather and carpets. I just love taking it for a cruise and driving it to car shows.

## **Would you ever sell the car?**

Never. It is like a family member, the kids love it, I love it and I would sell a lot of other things before this ever got sold.

## **Can you tell us a couple of special things about the car?**

There are not many in turquoise; it is a rare numbers matching car. As I said, it is a 1 of 207 RHD ever built and I worked on it as a mechanic and fell in love with it that day.

## **How often do you get to drive it?**

I try to get it out about 6 times a year. I would like to take it more often, but with everything else it is a challenge. One of my favourite drive locations is Lorne; nothing better than having the family in the car and going for a cruise (they love it as well).

What are some of the things our members should know about the car if they were thinking of buying one?

The parts are very expensive and difficult to come by. They do often have rust issues, though they are reliable cars if they are looked after and kept original. They have the first generation of fuel injection, so someone with this expertise is really helpful.

Keith is a co-owner at Southern BM, is a passionate supporter of the club and has such deep knowledge of classic BMW cars. He has a few cars in his collection, so we may take him up on another of his ride cars, a European built e92 M3 race car (in a future edition).



# Back on track at Winton by Melissa Jeuniewicz

The sun was shining and engines revving for our long-awaited return to Motorsport and Winton. From E30's to F80's, E92's, E36's and Mini's, our members sprinted around the legendary track in front of a sea of spectators and garages heaving with an impressive array of performance vehicles. Number 67, a recently track-converted E92, will feature in our next issue; with Simon Flanagan explaining how he took a repairable write-off and restored it to its former glory (and then some)...





*Photos by Rob Clark.*





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# BMW Clubs Australia Nationals

March 2022

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BMW Car Club Canberra

BMW Nationals News #2

## GET DISCOUNTED ACCOMMODATION RATES FOR THE BMW CLUB NATIONALS!

We're excited to be welcoming our BMW Club friends from all over Australia, and recommend that you book accommodation early seeing as it's a long weekend in Canberra.

The long weekend incorporates our 'Canberra Day' public holiday on Monday 14th, and the Canberra Balloon Spectacular and Enlighen Festival are held over this long weekend. Canberra accommodation can be challenging to find at the best of times so please get in early - don't miss out.

To find out more about what's on and where to stay in Canberra during your visit, try these sites:

EVENT INFO  
 - [visitcanberra.com.au](http://visitcanberra.com.au)  
 - [enlighten Canberra.com](http://enlighten Canberra.com)  
 - [events.canberra.com.au](http://events.canberra.com.au)

ACCOMMODATION PARTNERS (next page)  
 - [mercurecanberra.com.au](http://mercurecanberra.com.au)  
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Please check the hotel websites for booking and cancellation policies. For BMW Nationals information, visit the BMW Club Canberra's Nationals website at [www.bmwclubcanberra.org.au/BMW-Nationals-2022](http://www.bmwclubcanberra.org.au/BMW-Nationals-2022).



Questions? Email [nationals@bmwclubcanberra.org.au](mailto:nationals@bmwclubcanberra.org.au) or call Mark on 0432 443 072.

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**FRI 11 - MON 14 MARCH / CANBERRA / ACT**  
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BMW Car Club Canberra

BMW Nationals News #1

## JOIN US IN CANBERRA FOR THE BMW CLUB NATIONALS!

It's been 18 years since the BMW Car Club Canberra hosted the Nationals and we're excited to announce its return in 2022! Australia's national capital boasts some of our country's most fascinating cultural, historic and arts institutions. An exploration of our national attractions helps to tell a story that is uniquely Australian.

We've hand-picked the best of Canberra and designed a program with everybody in mind.

Whether you want to go on a spirited drive, take your X car off-road or self drive at your own pace there is something here for you.

In March 2022, you can witness the incredible Canberra Balloon Festival which runs concurrently to the BMW Nationals.

Our Gala dinner will be a night to remember and look forward to welcoming you and your family to Canberra.

Visit [www.bmwclubcanberra.org.au](http://www.bmwclubcanberra.org.au) to subscribe to the BMW Nationals News. Questions? Email [nationals@bmwclubact.asn.au](mailto:nationals@bmwclubact.asn.au) or call Mark on 0432 443 072.



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## BMWCCV Trivia e46 M3

### Questions

1. When was the e46 M3 first shown to the public as a design study, what year?
2. What motor show was it shown at?
3. Which production line produced the car?
4. Was there ever a concept e46 M3 wagon (touring) ever built?
5. How many versions of the M3 were built?
6. How many Right Hand Drive M3 vehicles were built?
7. What year was the M3 suspension revised to remove understeer?
8. When was the front strut brace added to the M3?
9. How many M3 vehicles were produced with the competition package (ZCP)?
10. What is the vehicle compression ratio?
11. What is the BHP on an Australian delivered M3?
12. What is the final diff drive ratio on the M3?
13. What are the wheel sizes on a standard M3?
14. What does the CSL stand for on an M3?
15. How much lighter is a CSL M3 relative to a

Answers on page 32

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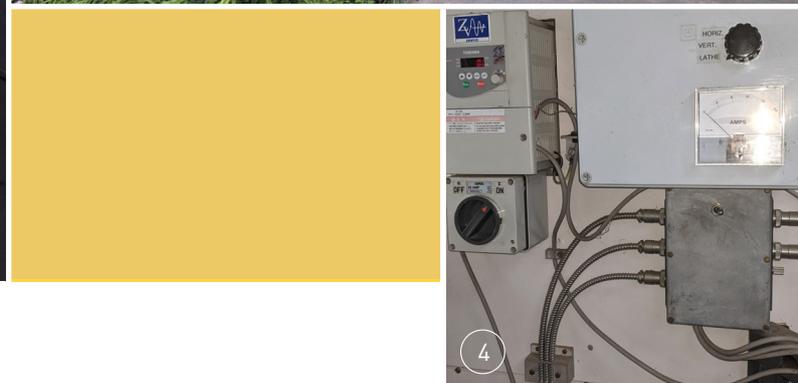
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# My workshop

I do not have a BMW related project on the go at the moment so I have decided to write about my workshop and the machines used to manufacture BMW related items.

The shed is a Colorbond construction measuring 7\*3.5 metres, supplied as a precut kit to fit the dimensions of the concrete base (Fig.3). A friend and myself erected the shed in a few days, the electrical wiring took a bit longer.

The small size means space is at a premium, but I do manage to work in there with safety and I am careful not to use the area for storage of non workshop items.

I purchased all the machines along with the shed a couple of years into retirement, it has been of immense value over the years, especially during lock down.

The main machines are a lathe (Fig.1) and a milling machine (Fig2), these are both powered by 3Kw, 240v 3 phase motors, I had to replace the original motors on both machines as they were 3 phase 415v types, the replacement motors were chosen to allow me to

*Written by Ken Lee*

run them using a "Variable Speed Drive" controller (Fig.4), this controller varies the speed of the motors without losing torque at low speeds.

The lathe is a geared head type, meaning the speed is changed with gears rather than belts and pulleys, although I tend to use one "gear selected" speed and then electronic speed control.

I can machine most materials although I prefer aluminium and plastics as they are gentler on the cutters, the lathe has automatic feeds and can cut threads, which I use frequently, it has interchangeable tool holders for using a range of different cutters, some for boring holes others for cutting threads. I have modified, and added, to the lathe to make it more versatile.

The milling machine, also modified and added to, is used when other than round shapes are required, it has both vertical and horizontal machining modes as well as general drilling and end milling capabilities, It also has a geared head but shares the speed control with the lathe so I can vary the cutting speed

electronically.

In order to share the electronic speed control, the variable speed drive is switched between the lathe and the milling machine (Fig.4), I made an electronic interface to allow the controller output to be switched between machines without manually turning off the 240v mains, a variable speed drive cannot have it's output switched under load, the changeover procedure is, turn off mains, switch output to alternate machine, turn on mains again, this is handled by a PIC micro controller controlling mains contactors.

The lathe and the mill also share a display that indicates the amount of material to be removed (Fig.5), down to 0.001 of 1mm, the display unit monitors the exact position of the slides of the machines, it makes machining to a size relatively easy and repeatable. The display unit has many extra calculating functions only



some of which I use regularly. The display sharing, and switch over, between machines is handled by my homemade electronic interface, bottom right of figure 4.

I also have a wood lathe (Fig.6) and enjoy working with wood, my most recent project is shown in (Fig.7) The trains are for grand children and made from redgum, the main carriage parts, huon pine wheels and small amount of various other exotic timbers. I converted the wood lathe from belt and pulley speed control to electronic control similar, but less powerful, to the main lathe and milling machines already mentioned.

The bench grinder (Fig.8) is used in support of projects that require grinding, buffing or cleaning with the wire brush attachment.

I use a metal/band saw for cutting wood and metal to rough size before machining, the 30 ton press (Fig.9) is used mainly for pressing metal parts together, or apart.

Although this is a rather technical and specific description of machining at home and implies some knowledge of machining and electronics I hope it is of interest to some readers.



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## E30 2021 Garagistic BMW Driver's Cup Standings After Round 4

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	25	25				95	95	1
27	Brian Bourke	16	18	22	18				74	74	2
24	Geoff Bowles	20	15	18	15				68	68	3
51	Simon Leach	22	14	16	16				68	68	3
38	Mike Bailey	15	9	20	22				66	66	5
7	Rory Plant	18	9	13	14				54	54	6
30	Jess Bell	13	12	13	13				51	51	7
19	Harry Walker	10	14	13	12				49	49	8
54	Paul Shiff	14	8	10	0				32	32	9
43	Jeremy Payne	0	25	0	0				25	25	10
55	Simon Shiff	0	11	14	0				25	25	10
11	Dean Coutts	0	10	15	0				25	25	10
29	Chris Bell	0	22	0	0				22	22	13
83	Stuart Clarke	12	0	10	0				22	22	13
54	Matt Thewlis	0	0	0	22				22	22	13
57	Darryl O'Neill*	10	10	0	0				20	20	16
40	Rod Martin	11	0	9	0				20	20	16
40	Anton Bergman	0	16	0	0				16	16	18
42	Gavin Clarke	0	0	9	0				9	9	19
31	Graeme Bell	0	0	8	0				8	8	20

\* Production Class

# 2021 BMWCCV Club Motorsport

## Championship Results

Unfortunately, not much has happened due to the lockdown situation in Melbourne / Victoria.

We are looking forward to our last event at Winton then followed by our last event at Sandown in December.

### 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	Sandown	Phillip Island	Sandown	Winton	The Bend	Sandown	Winton	Sandown	Totals
			14-2-21	21-3-21	10-4-21	16-5-21	13-6-21	11-7-21	7-11-21	5-12-21	
Brett Charter-Barber	E90 330i	C			10						10
George Kantzios	E30 328i mod	D		10	10	10		10	10		50
Mark Ferguson	Mini r53 Cooper S	D		9	9	9		9	9		45
Clive Milham	F20 M135i	E		10	9	10		10	9		48
Glenn Maynard	E82 135i	E			10						10
Dev Raj	Z4 sDrive 30i	E						9	10		19
Brian Easton	F87 M2 Comp	G		10	9	10		8			37
Tim O'Sullivan	E92 M3	G		4	8	9		7	9		37
Simon Flanagan	F80 M3	G		5	7	8		6			26
Zhengyuan Yao	F87 M2 Comp	G		8				10			18
Mark Verdino	F80 M3	G			10						10
Glenn Smith	F80 M3 Comp	G		9					10		19
Timothy Sung	F87 M2	G						9			9
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	CANCELLED	10			CANCELLED	10			20
Peter Caretti	E36 M3	H							10		10
David Lumb	E30 325i Race	I	CANCELLED	9	9	10	CANCELLED	9	7		44
Ashley Sprague	2002 Race	I	CANCELLED	10				10			20
Matthew Draheim	E30 325i Race	I			10						10
James Draheim	E30 325i Race	I				9					9
Rod Smith	E30 325i Race	I						8	8		16
James Smith	E30 325i Race	I							10		10
Simon Latimer	E36 328i	I			8						8
Thomas Draheim	E30 325i Race	I				8					8
James Draheim	E30 325i Race	I			7						7
Louise Forrest	E30 325i Race	I							9		9
Daniel Forrest	E30 325i Race	I							6		6
Keith Olsen	E92 M3 Production	J		10	10			10			30
Ken Christie	E46 M3 Race	J		9		10		9			28
Phil Logan	E36 M3 Race	J						8			8
Simon Flanagan	E92 M3	J							10		10
Edwin Alway	Porsche 911 GT3RS	L		10	9			10			29
Kym De Britt	Holden Astra Sri	L		9	10	10					29
Glyn Bosisto	Nissan Skyline R33	L			8			9			17
Clive Massel Clive	Alfa Guilia	L		8							8
Nick Mavrikos	Porsche 911	L							10		10
Robert Forrest	Ford XD Falcon	L							9		9

Welcome to our new members as at Nov 2021

First name	Vehicle #1 Year	Vehicle #1 Details	Vehicle #2 Year	Vehicle #2 Details	Vehicle #3 Year	Vehicle #3 Details
Brock Dunn	1994	323i				
Gordon Yan	2007	E86 Z4M				
Jon Philpott	2014	F80 M3	1986	E28 535i		
Angie Riederich	1995	328i				
Stephen Scott	1995	840Ci				
Murray Wise	1974	3.0 CSI				
Bob Johnson	2020	330i M Sport				
Cameron Caldwell	2020	X5M Competition				
Nick Mavrikos	2005	Carrera S				
Liz Besson	2013	6 Series				
Rod Scott	2012	F10 M5				
David Sheard	1988	325 iS				
David Baladyan	1991	E36 325i				
Robert Baladyan	2013	E92 335i				
Dirk Van Heer	2003	E46 M3	2008	E60 M5	1996	E36 M3 Evo
Peter Mizzi	2016	M4 Competition				
Jeremy Katz	2021	G80 M3 Comp				
Lachlan Spiteri	2002	E46 318ti				
Rikki Lynch	1984	323i JPS Black				
Pratik Mulrajani	2021	X5				
Steven Grenda	1991	E34 M5	2001	E46 320i		
Joel Ashby	2021	128ti	2005	318i	1994	318i
David Limon	2021	128ti				
Stephan Delovski	1998	Manual 328i convertible	2014	420d convertible	1985	e23 735i
John Dorbolo	1994	325i convertible e36	1997	323i sedan e36		
Louis Accetta	1986	323i				
Sheeda Ahrari	1992	e36 318is				
Mark Seamons	2021	M5 CS				
Zarko Peric	1995	840CI				
Wayne Murphy	1975	BMW 2002 Manual				
Ken Hambling	2013	125i				
Troy Tappin	1986	BMW 525e E28				
Daniel Dietrich	2021	M2				
Javid Forssman	1983	318i Manual				
Kutay Dal	1989	E30 318i				
Anthony Kamen	2010	E90 M3				
Antonio Stella	1990	318i Sedan	1987	320i Coup	1984	318i
Christen Stella	1984	318i Sedan				
Vaughan Rosier	2008	2008 JCW Mini				
Sam Khalil	2021	X6 40i				
John Clow	2001	e46				
Matthew Jones	2016	BMW M2				
Joseph Dubois	1995	320i				
Peter Garrett	1997	Z3 1.9				
Peter Lawrence	2010	M3 E92				
Jason Orval	2013	M135i f20				
Barbara Andrews						
Ranga Mahagamage						

### e46 M3 Quiz Answers

- 1999
- Frankfurt
- Regensburg, near Munich
- Yes, one was made
- Eight official versions
- 20,286
- Dec 2004
- March 2002
- 3011
- 11.5 to 1
- 343 BHP
- 3.62 to 1
- 18 inch 8 inches front, 9 inches rear
- Coupe Sport Lightweight
- Circa 10%
- No



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