

TOPMarque

2022 Issue 168

BMW Car Club of Victoria

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BMWCCV

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Cover photo by Paulius Sapnovas

From the Vice President



From the VP

To all the members and friends of the BMW Car Club of Victoria, welcome to Top Marque, edition 168.

This edition spotlights our recent events, which have attracted record numbers of members.

Our membership numbers continue to grow; fantastic social events are proceeding as planned and motorsport has greater numbers competing than ever before.

Some notable examples include our Christmas in July cruise and lunch at Killara Winery. Thanks to Tony for organising yet another great event and it's good to see Tony regaining his "weather mojo."

Queen's Birthday weekend saw 21 BMWs make the border crossing to Taillem Bend for a track day at a fabulous facility. Thank you to David Lumb for this great event.

Back in Victoria, our members enjoyed a social drive and visit to the Waterfalls of the Otways.

It's hard to believe we're over half way through 2022 and fast approaching another significant event on the club calendar - our AGM in September. I'd like to take this opportunity to ask our members to think about this AGM on two fronts; one, to hear about our plans for the future, listen to our guest speaker and mingle with fellow members, and, two; to nominate for a role on the committee.

We continue to deploy systems to reduce the "workload" for the committee and we'd love to see more younger people on the committee. This would complement good succession and fresh input into the direction for the club and events.

And, if you've always wondered what it's like to experience the performance capabilities of your BMW, why not do so on the iconic Phillip Island circuit at the "Come & Try" day on December 3? Register early, as these days are very popular.

Please check our club website for more information on future events and don't forget to follow us on our new Instagram account (search [bmwccv_official](#)) and visit our ever-popular Facebook group (BMW Car Club of Victoria Group).

I look forward to meeting you at one of our events. In the interim, take care, be safe and be well.

Jeff Murdoch. VP/Acting President
0412 335 365

Message from the Editorial crew



We're thrilled to finally bring you a magazine jam packed with events, events and more events!

It was 'take 3' for our sprinting members at Taillem Bend, SA, and unforgettable experiences in some of the most picturesque pockets of Victoria (including atop Australia's tallest peak).

We also profile 2021 Club Member of the Year, Brian 'Beasto' Easton, in What's my Ride? and the salient reminder that roll cages do save lives, as shared by Glenn Cox and Bob Williams of the BMW Drivers Car Club NSW.

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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

WHAT'S ON

DATE	EVENT	LOCATION
Monday, 8 August 2022	Performance Driver Training	Sandown
Sunday, 21 August 2022	Motorsport Sprint Day	Winton
Monday, 22 August 2022	UK & Europe Tour 2023 Information Night	Bentleigh RSL
Sunday, 28 August 2022	Gordons at Gordon Cruise Day	Gordon
Monday, 5 September 2022	Berwick BMW Member's Event	Berwick
Sunday, 11 September 2022	Cars & Coffee at The Well	The Well
Sunday, 18 September 2022	Motorsport Sprint Day	Phillip Island
Sunday, 25 September 2022	Cruise Day	TBA
Monday, 3 October 2022	AGM	TBA
Sunday, 9 October 2022	Motorclassica Car Display	Exhibition Buildings
Sunday, 23 October 2022	Motorsport Sprint Day	Sandown
Fri-Wed, 29 Oct-2 Nov 2022	Tour of Tasmania	Tasmania
Monday, 7 November 2022	Performance Driver Training	Phillip Island
Monday, 14 November 2022	Zagame Members Event	Zagame
Sunday, 20 November 2022	Cruise Day	TBA
Sat-Sun 26-27 November 2022	Geelong Revival Car Display	Geelong Waterfront
Saturday, 3 December 2022	Come & Try Day	Phillip Island
Monday, 5 December 2022	Brighton BMW Members Event	Brighton BMW
Sunday, 11 December 2022	Christmas Luncheon Cruise	TBA

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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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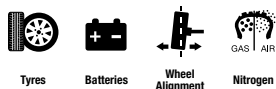



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What's my ride?

written by Brian Easton



My passion for driving started very young, when at the age of four years old I was given a little red peddle car that I would peddle around the local streets. One day, however, my mother found me down at Hampton Street - two and half kilometres from home (my bum hurt for days).

I was then lucky to be sent to places like Moonambel and Birchip in Central Victoria during school holidays to stay with family, where at the age of ten I got to drive the farm tractor, a grey Massey Ferguson.

Then came the farm Ute and the wool truck, so by the age of 12, I had a good knowledge of mechanical equipment, which helped me in my future hobby of drag racing with my older brother, Tom. He raced a 2500 Hp altered T/A, known as the Warlord Warrior.

For 25 years, from the 80's to the early 2000s, we raced all around Australia; rubbing shoulders with V8 drivers at places such as the F1 in Adelaide and then F1 in Melbourne, which is when I developed a liking for V8 racing.

In 2015, my partner Joy and I bought our first BMW. A 2005 530i M Sport package in platinum silver. It had already been lowered by the previous owner, which in itself brought with it many minor gutter skirmishes. That's when we acquired the BMWJOY plates. In 2016, we had the pleasure of joining in the celebrations at Phillip Island where they gathered 100 BMW's to celebrate 100 years of BMW.

The car I drive today is a BMW M2 Competition F87. I had the pleasure of sitting in one on display at the Geelong Revival in 2019 and I loved it so much I went out and bought one the very next day.

The configuration of (excuse me, still old school) 410 Hp (302kw) from a straight six cylinder with a twin turbo was enough for me to send a picture to my partner, Joy, of my new love. I have always been known as Beasto and I was lucky enough to obtain personalised plates to match.

From that time on, after conversations with some of our BMW club members asking if I wanted to go racing, I began my wish list of racing my favourite racetracks from watching V8 racing.

First was Phillip Island, then Sandown and Winton. And then came the cherry on top - Bathurst in November 2021. The boy, the mountain, the beast.

Some modifications began, first a larger rear wing to stabilise the rear end, Bridgestone RS71 semi race tyres; then to the braking with Giro disc rotors with endless ME20 race brake pads. This resulted in taking off up to 3 seconds plus from track race times.

I have owned this car since August 2019 and have loved racing with the assistance, and sometimes disgust, from my peers from the BMW club.

I chose this car to race mainly as it is an unwrap and race and with such horsepower (sorry KW), it is just a perfect car to control on most tracks with great cornering, quick response and high MPH (KPH) for the main straights.

The belief that you don't drive this vehicle as your daily drive is fictitious. I drive 5 kilometres to and from work Monday to Saturday, including most BMW events on the weekend.

Every Saturday on my way to the office, there is a touchless car wash, which is where I give the Beast a bit of a scrub and clean, nothing special other than weekly maintenance.

The versatility of the M2 has given me so much fun and pleasure to drive. I am looking forward to more racing with a new GTS bonnet I have recently acquired, which once fitted, will assist in releasing excessive heat from under the hood.

Our current stable of BMWs stands at three. In 2016, we acquired a beautiful black Gran Turismo (GT) 328i hatch, which we jokingly call "the lunch car," as I usually take it to get lunch. We also use it for cruises on long weekends and trips interstate, as it is a very comfortable ride. In 2019 we got Joy her little Bella. A 2008 125i soft top coupe, which she loves and proudly wears the BMWJOY plates.





Ada Tree & Powelltown

X-Drive Cruise

Written by Kevin Flynn

This was the first time a dedicated 4WD/AWD drive trip had been offered by the club and we hoped there would be an appetite for this type of event, given roughly 2/3rds of all the cars BMW sells in Australia are X-Drives. So, they're obviously popular and most of our members will more than likely have one in their family.

However, would they be happy to take their pride and joy out onto the dirt roads and get some mud under their wheels? And, how many of our members own a non-BMW 4x4 to tow a boat or caravan or use for their holidays?

Well, we were about to find out, with the cruise to the Ada Tree and Powelltown, situated in the Yarra Ranges State Park about an hour east of Melbourne.

We had well over 30 people at the event, with a good mix of both BMW X-Drives (made up mainly of members with

X3s and X5s), as well as other makes including a Range Rover, Toyota Prado, Holden Rodeo, Mitsubishi Outlander and a pretty mean looking Ford Raptor (who was our designated recovery vehicle just in case one of us got stuck).

It was highly unlikely that we were going to need a recovery vehicle, given the roads were well formed forest trails rated as "easy", even in wet conditions. No worries for our group of vehicles.

We were very lucky to be greeted with fine sunny weather, which made for a good mood and smiles at our meeting point at McDonalds, Croydon. A quick coffee and breakfast and we headed for the small timber town of Powelltown. We met some more members here who lived locally and some members who didn't own a SUV and jumped aboard the ample spare seats in the convoy.



Many members only had two people in each car, so plenty of room for others to jump in and leave their car where the bitumen ended.

A 5 min drive from Powelltown and we were into the forest and onto gravel trails. A 24km trip through the magnificent forest and our first stop was the Ada Tree picnic area. From here, it was a 3.5km walk to the Ada Tree, which is Victoria's largest living tree. Despite losing several metres from the top of the tree due to a storm a few years ago, it still stands at 76m tall and holds over 820 cubic metres of timber in the trunk alone. Legend has it the early foresters told their bosses it was rotten, so they didn't have to cut it down and haul it out of the forest. Its girth, at shoulder height, of nearly 16 metres probably saved it from logging. It stands today as a monument to the majesty of these ancient trees.

The walk was a pleasant trek from the car park through the forest and along some pristine rivers and streams. We passed several different forest types, including a rainforest, which many didn't think existed in Victoria. It took about 2 hours to complete the 3.5km Ada Tree loop, following a generous stop at the tree for photos and a well-earned break. A couple of families chose to bring along their dogs, which was a terrific new addition to a club cruise. The dogs loved the walk through the forest and a big change to their usual walks in downtown Melbourne.

Lunch was at Starling Gap Picnic Ground, however, there was an event taking place there, so we had lunch at the Ada Tree car park. The sun was shining, so it was great to be outside and sharing some hot soup, cup cakes, tea, coffee and other treats brought along by the lovely members. During our picnic lunch, Tony Whelan spoke



about the proposed 2023 Europe & UK Trip, with a number of members registering their interest.

Following lunch, we changed plans and headed to Cunningham's Hotel in Yarra Junction, rather than the Powelltown Hotel, for refreshments. However, this detour turned out to be the surprise package of the trip. They had a terrific live band, so rather than stay for a quick drink, we ended up staying for the whole afternoon singing along to some Neil Diamond classics. Sadly, our singing got worse the longer we stayed. But it didn't matter, it was great music and we all had a great afternoon in the beer garden hearing some classic tunes and having a laugh.

With the sun setting and getting a little cold to be singing "Sweet Caroline" outside, we decided it was time to head home.

I did a quick group poll and everyone thoroughly enjoyed our first BMW Club X-Drive event. Given this feedback, we're now planning a trip to the Little Desert for some sand driving and an overnight stay.

This trip will be available to all members who own a BMW X-Drive, or any other 4WD marque. We would also like to remind members that if you don't own a 4WD or SUV, there are usually plenty of empty seats offered by members who may only have 1 or 2 in their cars.



Everyone is welcome to join in this new category of trips offered by the BMW Club of Victoria and it's a great opportunity to get outdoors and visit some beautiful parts of Victoria you may not have seen before, or are well worth seeing again in a BMW.

This was the first time a dedicated 4WD/4WD drive trip had been offered by the club and we hoped there would be an appetite for this type of event, given roughly 2/3rds of all the cars BMW sells in Australia are X-Drives. So, they're obviously popular and most of our members will more than likely have one in their family.



However, would they be happy to take their pride and joy out onto the dirt roads and get some mud under their wheels? And, how many of our members own a non-BMW 4x4 to tow a boat or caravan or use for their holidays?



BMW Clubs Australia National Rally - Canberra

By Tony Whelan

After our Snowy Mountain Tour, 15 members represented the BMW Car Club of Victoria at the BMW Clubs Australia National Rally held in Canberra this year. This event is held every 2 years and rotates between the various BMW Car Clubs on the east coast. It's a get together of like-minded people for a weekend of everything BMW.

After arriving in Canberra, the registration and first night "Meet and Greet" was held at the Canberra BMW dealership, where we were able to renew old friendships and make new ones with those from interstate. Being at a dealership, of course there was the obligatory "kicking of tyres" of the new cars, with an emphasis on the iX all electric SUV that's just been released.

The next morning, it was off for one of the drive events in the Canberra countryside and then back to quickly clean the car for the Show & Shine event, which was held at the Australian National University. All the various BMW's were lined up for judging in University Avenue, with all ages of cars represented. This allowed the general public to wander through and admire the shiny machinery on display.

Sunday was motorsport day with a wet skidpan given a good workout for those wanting to drift their cars around without damaging their vehicle. Club member Gary Grenda certainly put on a show with his E34 supercharged 540i sideways more than not. Late in the afternoon, yours truly won the raffle, which entitled me to a ride in an

Amphicar. These cars can drive on the road as well as on water, so it was off to Lake Burley Griffin to see the sights of Canberra from the water. I must say it was extremely interesting to just drive down the boat ramp and straight into the water without even changing gear.

The final official event at the Nationals is always the Presentation Night and Gala Dinner, usually held at an iconic location. This year didn't disappoint being held at the National Museum of Australia. Winners of the Show & Shine categories were able to place their cars on display beside the dining tables. Our Club was represented on the winner's podium with Rod & Val Smith coming second in their class, with their lovely E31 840Ci. It's always hard to do well in the Show & Shine event when you have to travel interstate to a Nationals, so full marks to Rod & Val for preparing their car so well. Especially considering that they also drove the long way (over the Snowy Mountain) to get to Canberra.





Monday sees everyone say their goodbyes to travel home. If you haven't been to a BMW Clubs Australia National Rally before, I certainly recommend it as a great chance to meet members of other Clubs from around Australia and get to see some beautiful BMW's. This year's event was postponed for 12 months for obvious reasons, so next year we'll be doing it all again with the Gold Coast's BMW Car Club. Take a few days off to make it a great road trip and holiday to remember, because that's what I will be doing.





Evolve Q&A

with a Performance Driving participant

For the final instalment in this four part series, Evolve Driving sat down with one of our club members for a Q & A about his recent Performance Driving event experience. We're sure some of the questions asked will be of interest to many members, so read on to get up to speed with what a Performance Driving event is all about!

Performance Driving from a participant's perspective

This episode is a question and answer chat with club member Ken Christie at his fantastic garage facility, where he works on a bunch of interesting projects (not just cars). Ken has been actively participating in a variety of track driving events in Australia and internationally over many years and is regarded as a competitive club day driver, so is the perfect candidate to share his experience.

Ken attended an Evolve Driving Performance Driving event at Sandown in May; booked on the P1 (Performance 1) booking option, which includes 6 x 20min on-track sessions, 3 of those with professional in-car instruction, a maximum of 12 drivers in each drive group, garage and full catering.

Q.1: Was this your first 'track day'?

No, I have been involved in a variety of track day events over the years. I lived in the USA for some time

and attended several events over there and I have participated in a range of events back here in Australia for many years.

Q.2: Was this your first 'driver coaching' experience?

No, some of the programs that I participated in overseas were driver training including Skip Barber school. I also attended a John Bowe Driving event many years ago (over 10yrs) and an Evolve Driving Performance Drive Day back in 2019. Each event was very different, and it was noticeable that the Evolve Driving event has progressed (or as we say, 'Evolved') since when I last attended, improving on some of the areas that I didn't enjoy as much last time.

Q.3: What are some of the differences between a Car Club sprint day and the Evolve Driving Performance Driving event that you identified?

There is a noticeable difference between a sprint day and the Evolve Driving event. The first thing was the amount of track time without much traffic, but the most valuable difference was being able to receive instruction from a professional.

Unlike other events where I would learn from others by following their lines when on track, on this event I was



Written by Dean Sammut

able to have the instructor in the car explaining things as we were going through the corner. As I noticed, it's not just about the 'line' that the other driver is taking, its also what they are doing in the car that is important and this is where the professional instruction really helps.

With the amount of track time and small drive groups I was able to develop more consistency as well, something missed on a sprint event where the sessions are busier and focused more on speed and not as much on development of skills and awareness.

Q.4: How did having a professional driver coach help you during the event?

As mentioned in the previous question, the in-car instruction is extremely valuable as it is 'real-time' and specific to each driver. My driver coach would identify 2-3 items to focus on each session and gave me a reality to the literature that I had read. It also gave me a professional drivers validation on a range of things I was doing well, it's not all about the negative things!

Q.5: Did you enjoy the non-competitive atmosphere of the event?

It was great to have a relaxed approach to my track time. Overall, the aim is to improve my lap times but not having to be concerned about a 'result' gave me the

chance to break down skills and techniques and work on becoming more familiar with them, which in the long run will make me a faster and safer driver.

It was also noticeable that the other drivers on track were more respectful of sharing the track, a little happier to give up a corner and not try to pass as they were not trying to set a lap time. This also flows over to the pit lane, chatting to other drivers was very open with drivers willing to share their experience and car information.

Q.6: How did you rate the event format and inclusions?

I would rate it all very high, as mentioned already the track time and instruction was great and the inclusion of garage hire made things very convenient. Having full catering included was excellent and although I don't drink coffee, I did hear that it was a great barista. I did enjoy a couple of healthy smoothies and the hot buffet lunch was terrific.

Q.7: How would you rate the value of the event?

Although the cost of this event is higher than a club sprint, when you consider all the items noted in the previous answer it is a great value package.

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The professional instruction alone is worth the investment, especially when compared to the cost of improving my car to get similar speed/lap time gains.

As a cost example, a sprint day at Sandown might cost around \$250, add garage hire and that's up to \$300. A sprint event format would give me a little less track time than an Evolve Driving Performance Driving Day, and I would have more traffic to manage. Then add the fantastic catering, which includes an open tab for coffee, smoothies, snacks & buffet lunch, and the value keeps adding up. Finally, include the in-car professional instruction, which is almost impossible to put a value on and you can see that you should be looking past the price when considering these events.

Q.8: What were you hoping to get out of attending our Performance Driving event?

I went in to the event with an open mind, hoping to get a bit more comfortable with my relatively new car and improve my skills. I did want to take advantage of having a professional driver/coach give me feedback on my car and luckily, I knew my instructor prior to this event, as I buy his used race tyres. Funnily enough he couldn't believe the level of grip that his 'old' tyres still had, he will be rethinking how often he changes tyres on his race car now!

I wanted to identify some techniques that I could improve and in my case, my braking was a main area that I needed to change. I was surprised to find that there were a couple of areas on the track that I needed to adjust my line, and these changes really helped me once I understood how the changes would benefit my speed and safety.

Q.9: How will you be taking the driver development that you learned on the event to your next track day?

The way that my instructor worked with me has given me a new way to continue to improve my driving at all future events. I will be focusing on my technique, not a lap time, as I am now more aware of what will get me results behind the wheel. I will be changing some lines, braking harder and aiming to develop more consistency so that I can identify the next areas to improve.

Q.10: Was there a part of the event that was different to what you had expected it to be?

No, I was aware of how well Evolve Driving run their events and having attended one back in 2019 I roughly knew what to expect. I was surprised at how seamless everything was, from the booking system and event sign-in and how smoothly everything ran during the day. I knew exactly when I would be on track and when I would have my instructor with me and there were a great bunch of other drivers to chat to in between my on-track sessions.

Q.11: Will you be attending another event?

Yes, I do plan to get back to another event, possibly at another venue to continue my development at different tracks. It is great that Evolve Driving have a strong relationship with the BMW CCV as we get a substantial discount off the standard pricing. This is an extra incentive to choose these events to compliment the sprint days that I attend.

I noticed that Evolve Driving go to all the main tracks here in Victoria and also travel up to Mount Panorama Bathurst, across to The Bend in S.A. and down to Tassie for a visit to their two tracks. There seems to be a lot to choose from and knowing the professionalism that Evolve Driving conduct their events I am sure that any one of those programs would be just as good as the one that I did at Sandown.

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.

Why Choose Evolve Driving For Your Track Experience?

Evolve Driving provides all the quality touches such as great food and coffee and most event options include garage hire to make sure that you have an amazing experience. If you are simply wanting to have some fun and safely explore the true performance of your car or if you are progressing towards competitive driving, then our events are perfect for you.

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 are always available to help in any way we can, whether that be before, during or after your event, we are ready to assist.



programs are available on the web as separate entities but are difficult to get to work and require an expensive K+Dcan OBD2 cable Fig.3, to connect to the car, rather than Bluetooth for the previously mentioned apps. NCS Dummy and INPA are considered professional programs and have a steep learning curve as interpretation from the German language is required for INPA and a knowledge of editing and coding for NCS Dummy.

Protools and Bimmercode present the options for these extra functions in English and a more user friendly interface, with explanations of coding change outcomes.

A very useful feature of these apps is "live data" monitoring, In Carly you can set 6 parameters out of many to monitor in real time while the engine is running, very useful for finding more obscure engine faults. I have used this live data to monitor the pressure drop across a Diesel Particle Filter to determine if it is still working within manufacturer parameters Fig.2.

An app. worth mentioning is Torque Pro, it allows you to display a set of gauges showing engine parameters, while you are travelling, that are not displayed by the car alone, good if you car is missing a coolant temperature gauge Fig.4.

"Torque" is able to graph engine parameters on a xy graph, you can choose which variables to place on each axis, Torque lite is a free app which allows you to test some of the operations of the program. Torque lite and Pro require a OBD2 dongle, such as an ELM 327, available cheaply on ebay. Fig. 5 shows both

the Carly and the generic ELM327 bluetooth adapters for communicating between the car and your phone or tablet. Fig. 6 and Fig.7 shows both the Carly and generic ELM327 dongles plugged into the OBD2 port.

If you would like to know the transmission oil temperature, Torque Pro can display it, particularly useful for topping up automatic transmission oil, which is supposed to be between 30 to 50 degrees centigrade for the final oil level.

Another German company worth mentioning is MHD Tuning, for those wishing to re code their entire engine. The program records the original map and can reinstall this map when requested. This program requires a K+Dcan OBD 2 cable to communicate with the car Fig.8. This software is useful if you modify your engine for more turbo boost, bigger injectors ETC. MHD supplies maps to boost power or you can experiment with you own map, the earliest engine covered is the N54, first released in 2006.

To quote from their website, MHD Flasher is the first Android and iOS handheld application to bring ECU tuning and monitoring to the BMW N54, N55, S55, B58, S58, S63 and N13 engines. The MHD Flasher reveals the immense margin of power BMW left on the table with these engines, while still retaining the sophistication of the original engine management program.

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Bathurst 12 Hour Observations

with David Lumb

Bathurst 12 Hour Observations with David Lumb

I was lucky enough to attend the Bathurst 12 hr in May, after a 2-year hiatus. If you haven't attended a 12hr before, you're in for a real treat. Not only do you have the incredibly fast GT3 cars, there are also a number of other support categories; including Combined Sedans, Aussie Race Cars and Toyota 86 series cars.

Being able to attend a grid walk before the race start, and see the Drivers and their cars up close, is always a special treat. The race started under lights and continued throughout the day with some unfortunate incidents, but as they say, there can be only one winner – Mercedes Benz took out all three podium places.

At this point, all I can say is wait until next year and we'll see what BMW can do with their M4 GT3!







Snowy Mountains Tour

By Kevin Flynn

The Snowy Mountains is an epic part of Australia and surprising to find out that most of us, despite being regular travellers, had never seen this part of Australia. It's been on my bucket list for years and we were all excited about the trip to the "Roof Top" of Australia. Who better to run this Grand Tour than our very own Tony Whelan, who is not only the best in the business at arranging cruises, but brilliant at finding the best bits of bitumen in the country and the roads less travelled for our fantastic machines to open up and stretch their legs.

We decided this trip would also incorporate the Drive to the BMW Nationals in Canberra for those members wanting to attend the Nationals.

Tony arranged for us all to meet at Mernda McDonalds, where we lunch stopped at the famous Milawa Cheese Factory, then off to Beechworth for our overnight stop. Our accommodation was at the George Kerferd Hotel, which was until the 1980s, a working Mental Asylum. Somehow, we all fitted in just fine and enjoyed a great meal, a few drinks and lots of great stories about some of the roads we'd enjoyed along the way. Legend has it that the ghosts of the inmates still wander the halls and grounds and there's the occasional bump in the night. I certainly didn't hear anything, apart from a little snoring

down the hallway.

After a quick look around town and some breakfast, we headed north towards the NSW border. However, as we have come to expect, and in typical Tony-style, we hit the roads much less travelled to take in the lovely towns along the way, including the picturesque town of Corryong. After some lunch, it was off to the Hume Weir and a look at the Murray Irrigation System, which helps irrigate Australia's food bowl and brings water to many of the inland communities. We have all seen pictures of this engineering marvel, but you need to see this for yourself to gain a true perspective of the size and magnitude of it - and the skill of the men and women who built it many years ago.

From there, it was off to Khancoban and the start of the climb up to Thredbo. What lay ahead was a brilliant ribbon of bitumen through some of the most beautiful countryside in the world. Some folks in the BMW Motorcycle Club, who regularly visit this part of the country, call it the best road in the country. It's hard to argue with them. Each turn is greeted by another even better turn. The scenery was epic and so was the road. Perfect conditions made even better because we had the road all to ourselves.



Given the wet weather over summer, the countryside was green and lush and looking the best some folks had ever seen it. It was time to wind down the windows and take in the fresh crisp mountain air and listen to the thundering noise coming from our wonderful machines. Our cars sound even better up here, as their exhaust notes echo through the trees and into the valleys below. Every snap, crackle and pop of the exhaust bellowed out a beautiful tune as we climbed higher and higher enroute to Thredbo.

On the way, we stopped to view another engineering marvel, this time the Snowy Hydro Scheme, or at least some parts of it. We all reflected on the scale of the development and the huge undertaking and vision the Government of the day committed to. Truly nation-building work that is still working and producing power today in a renewable and sustainable manner. Very topical and way ahead of its time, especially given the current power situation we find ourselves in now all these years later.

Our home for the next two days would be the lovely Thredbo Hotel. We had a quick visit to the memorial that Thredbo has built to honour the 18 lives lost in the 1997 landslide disaster that destroyed two ski lodges.

We enjoyed a fantastic dinner at Cascades restaurant and sampled some of the local produce and cool climate wines they're famous for. We also enjoyed a few drinks by the fire and shared some stories about our epic day and the fantastic roads and views we experienced. Some we're not likely to forget. Most of us had a few ticks on the bucket list after today.

Morning on Day 3 was a loop across the rooftop of Australia. Tony led us back down the NSW side of the mountain to see Lake Jindabyne and the local town, then across to Perisher, Blue Cow and Guthega to see Thredbo from the other side. We walked to take in some more epic views at Perisher, with many draining our phones and cameras with the dozens of photos we took. It seemed that around every corner was yet another epic view and another photo opportunity. It's hard to describe the silence and peacefulness of this place. So much to see and admire.

We could have easily spent the whole day here. So many walks and things to see, but we still had 1 big ticket item...Mount Kosciuszko.

Tony's call to do the drive in the morning and the walk in the afternoon worked out perfectly. The weather and the views, again, were epic now that the cloud and fog had



cleared for a beautiful afternoon.

We blasted back up to Thredbo, collected our ski lift tickets and our lunch packs and jumped on the chairlift. Gary Grenda was a little nervous about the chairlift, but we talked him into coming along to the top of the main Thredbo Ski Run and the start of the epic Kosciusko walking trail. It was great to see that almost all of the group made it to the Kosciusko View lunch stop, which was about 4km up and back from the chairlift. While 4 km may not sound like much, it's quite an effort when you're over 2km above sea level and carrying food, water and heavy clothing.

However, there were a few of us, me included, that had Kosciusko in our sights. The return walk was 11km, 5.5km up and back, mostly uphill and in rarefied air. We had to be back by 4.30pm to get the chairlift back down to the village. So, Bert, Louise, myself and Brokeback (Aka Gary Grenda) took off and went for the summit. We knew both Gary and Bert had a few injuries that might stop them from making it to the top. But to their credit, we all made it to the top of Mt Kosciusko. And, unless you were in an aeroplane, there was nobody in Australia higher than four intrepid BMW Club members. We could've spent all afternoon at this special place; the solitude and silence was moving. It was, put simply, awe inspiring and we were so glad to have this opportunity.

Our final day was past Jindabyne and through some lovely countryside and then off to Cooma and lunch at the Snowy Hydro Discovery Centre. A stop here is recommended, as many of us do not know much about this engineering masterpiece that still provides power and water to the east coast of Australia 50 years after it was completed.

We also learned a lot about the culture, music and food that the thousands of migrants, who worked on the project, brought to Australia. It was an emotional presentation for me, as many of my friends and family members came to Australia to work on the scheme, or are direct descendants of those who chose to settle in Australia.

After lunch, most of the group headed north and on to Canberra for the BMW Club Nationals and some of us headed back towards Melbourne, via a stop off in Gippsland.

This trip was, arguably, the best trip yet, which is difficult, given the brilliant quality trips put together by Tony Whelan year-after-year. It was an epic Grand Tour, which will not be forgotten by all those who were fortunate to be a part of it. It had everything a Grand Tour needs; terrific roads, epic scenery, great company, quality food and wine, mountains and lots of things ticked off the Bucket List.



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Rock and Roll

Do yourself a favour

Foreword by Motorsport Director Bob Williams

Glenn Cox joined the club in 2016 and enjoyed driving his E39 M5 in Club Supersprints. With the car in standard condition Glenn competed very competitively in class Classic M. As his driving improved came the R-spec tyres, racing seat and harness. Glenn crashed the M5 at Turn 1 Sandown at Easter 2019 and has remained in the spinal unit of Prince of Wales Hospital since then. He is in his mid-sixties, a quadriplegic with no real path for improvement. He understands that he is destined to require 24 hour care in hospital and home for the rest of his life. I spoke with Glenn. He was speaking well and sounded happy, accepting of and content with his situation. He is using Dragon 'talk-to-text' software, able to mouth-control his computer and able to write and answer emails. Glenn provided the following article and photographs



Roll cages do save lives.

Without one, my car hit the armco barrier, went into a roll and I ended up in ICU emergency. Although I am now doing well dealing with my condition, it was touch and go following the accident. Why didn't I have a roll cage you might ask? Well, the reasons were a mix of economics, ignorance and

competitive drive. I want to pass onto you my thoughts so that you don't make the same mistakes that I did and you can carry on enjoying motorsport for a lot longer than I was able to do, and keep your body intact.

Economic concerns were not the cost of the roll cage which could be as low as \$1000-\$2000. Rather it was the negative



effect on the value of my car. The E39 M5 is truly a classic car. The idea of damaging the pristine interior by cutting into the carpet and headlining to fit the cage was just too much for me.

Ignorant of any potential safety issues I was quite happy to install a racing seat and harness which could be easily removed without damage if necessary. By not fitting a roll cage all I thought I was missing out on was the extra chassis stiffness it might have afforded. With hindsight I should have realised that this was a dangerous decision. The racing seat locks the body into position and exposes the neck to irreparable crush injury by the collapsing roof in an accident.

Competition can make us make irrational decisions sometimes. I competed in the Classic M class and to stay in that category the performance modifications allowed to the car were limited. Unfortunately, a roll cage was technically a competitive upgrade and would have pushed me out of

my category. So irrationally I decided the roll cage was not necessary.

The decision to do no more safety modifications was nearly fatal for me and the evidence is in the pictures.

My recommendation to the club would be not to penalise members for fitting a roll cage. I note that the club has introduced a rule which requires cars with racing seats to also have a roll cage fitted. In light of the above I strongly urge all members to do themselves a favour and fit a roll cage. Please don't be like me and learn too late the value of this vital piece of safety equipment.

Finally, I would like to say that the best part of my three years of club competition was the camaraderie and friendships made with the other club members. I definitely miss this and hopefully this article can go some way to keeping you all safer.

Editor's Note

The BMW Drivers Club NSW is committed to the safety of competitors and attendees at Club events. The Club follows the Regulations of Motorsport Australia (MA) for Speed Events.

The Club also confirms its commitment to grass-roots motorsport, in conjunction with the MA Regulations.

The Club's current Supersprint rules do not add points to your Annex C form for a roll cage. The Club's Motorsport Committee recently reconfirmed that a half cage can be added to a road registered car with no penalty points in Annex C.

The Motorsport Committee also confirmed that under the 2022 Supersprint Regulations (planned for adoption at the Annual General Meeting in early December 2021), if you replace your factory seat with a single piece fixed-back bucket or race seat, your vehicle will need at minimum a half roll cage and four point harness.

This arrangement will be free of points in Annex C.

Use of a frontal head restraint will be as per MA requirements for Speed Events.

To all intents and purposes, Club Supersprint competitors should endeavour to meet these requirements at present, if they have a single piece fixed-back bucket or race seat. It is the owners responsibility to ensure that any changes made to a vehicle, including seating and/or the addition of a roll cage, comply with NSW vehicle registration requirements.



Take 3 for Taillem Bend

Written by: Ken Christie

What an awesome racetrack!

The Club had the very fortunate opportunity to run one of the rounds of the BMW Car Club Victoria Motorsport Championship at The Bend in South Australia; a new purpose-built track, which has hosted a number of International and Australian Supercars, TCR and Production racing events.

We had over 20 club members (many with partners) arrive on Saturday for the track sprint day on Sunday. We also had the bonus of running the International circuit, which has 18 turns and is nearly 5 km in length.

The track was unbelievable - so smooth and free flowing. Everybody I spoke with loved the track and the complexity and challenges it offered. I certainly should have spent some time in a Simulator running the track before I arrived, as it would have made my life a lot easier at the speed we were travelling.

When we arrived on Saturday (after a convoy of cars on trailers), we had the opportunity to load our cars in the

garage and carports, followed by dinner on Saturday night (put on by the MSCA).

It was up early for racing on Sunday, dinner at the campground on Sunday night with other club members, and the drive back on Monday. It was certainly a huge weekend for those who went.

I would highly recommend the track if you are looking to run your car on a world class circuit, within a reasonable drive of Melbourne (well, it was over 6 hours).

David Lumb, our Motorsport Captain (and committee member of the MSCA who coordinated the event) did a wonderful job pulling this off for the club. Lots of photos were taken during the event; we have included these in this one-off, feature-length spread.

I could write a lot more about the long weekend, but I think the photos tell a better story. Enjoy!













Queens Birthday Weekend Cruise to the Waterfalls of the Otways

(in loving memory of Jean Whelan) *By Jan Eastwood*

Puffers, beanies and boots were the order of the day for 15 club members who headed off for a wintery long weekend cruise along the Great Ocean Road, staying at the Mantra in Lorne.

Many thanks to Campbell from Geelong BMW for the bags and goodies that were presented to the members at our starting point in Corio, and to Paul and Wendy for the delicious muffins they provided to get us all off to a great start.

Our first destination was Torquay, where we visited the fascinating Australian National Surfing Museum, followed by a delicious lunch at Sou'West Brewery. The afternoon drive to Lorne took us via Bells Beach, Anglesea and Aireys Inlet. As is customary, pre-dinner drinks in the lounge gave everyone a chance to catch up and introduce themselves to new faces, and was followed by dinner in the restaurant.

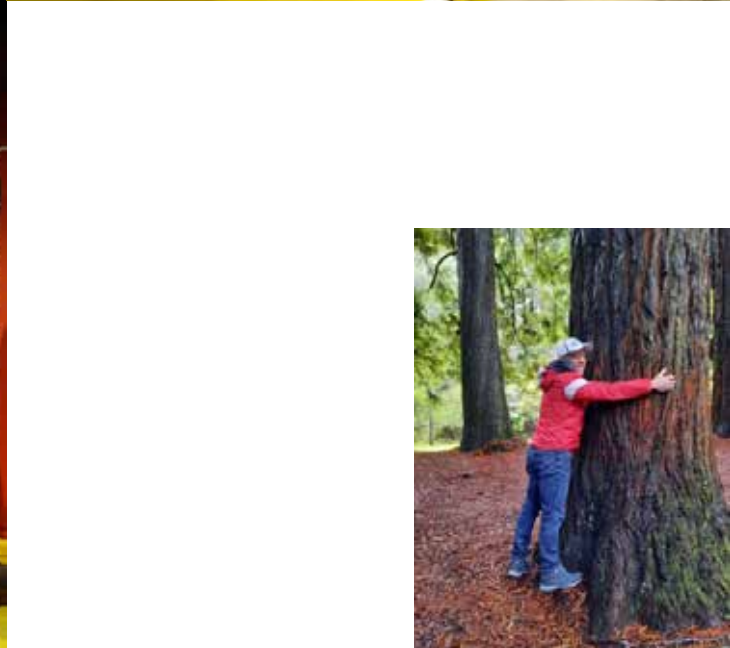
Day 2 was a loop drive of some 210 kms, taking in some pretty twisty roads. Although the weather was cold and often wet, the scenery was lovely and the Californian Redwood forest spectacular. A break in the weather meant we were able to enjoy a picnic lunch at the Redwoods, much to Tony's relief, before our first waterfall visit. Plenty of steps down to the falls tested our heart

rates on the way back up, but the effort was worthwhile! The drive back to Lorne, via Apollo Bay, provided fantastic views of the coastline.

Our last day began with a drive to Erskine Falls; another chance to test our fitness and appreciate some beautiful scenery. As if we hadn't exercised enough, a game of car park footy (thanks Kevin) kept some on their toes. The weather, having improved somewhat, made the drive back to Anglesea along the Great Ocean Road really spectacular. The boiling white waves and turquoise sea were a sight to behold, and left no doubt as to why this part of Australia is so iconic.

Our final meal together was lunch at the Great Ocean Road Chocolaterie & Ice Creamery; a chocolate lover's heaven. A chocolate tasting session following lunch was our final indulgence, before the drive home.

Thank you to Tony Whelan for arranging this terrific weekend. As usual, his planning and attention to detail ensured the group had an enjoyable, well-organised and entertaining long weekend. I would encourage any members who have not yet enjoyed a club weekend away to give it a go! You will be assured of impeccable planning, great driving roads, fabulous food and fellowship.





Around the bay in a day

By Tony Whelan

This event was set up initially for members to drive around Port Phillip Bay and then cross the Heads between Queenscliff and Sorrento via the ferry. However, this year, most people seemed to want to stick to the east side.

Consequently, I thought I'd arrange a morning cruise from the BP at Baxter and head down the Mornington Peninsula to Flinders on some back roads for morning tea. There was a great range of BMW's and one red Ferrari represented in the morning's cruise. After the stop off at Flinders, it was off to our luncheon destination at the Peppers Moonah Links Golf Resort for a lovely lunch with great views over the golf course.

After lunch, a few members braved the heights and went on the Eagle Gondola Ride at Arthurs Seat. This ride certainly gives you a fantastic view of the coastline towards Melbourne. It replaces the old Arthurs Seat Chairlift and is a lot more comfortable to ride in, having gondolas that seat 8 people.

Perhaps next year, we can get a few more to travel around the Bay and cross on the ferry.



Members' Moments





Taking in the view during the Evening City Sights Cruise.



Members' Moments

Enjoying the action on - and off - the track
at Bathurst 12 Hour.







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E30 2022 Garagistic BMW Driver's Cup Standings After Round 3

Car #	Competitor	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Subtotal	C'ship Points	C'ship Position
		Sandown	Winton	Phillip Island	Sandown	Phillip Island	Phillip Island	TBC			
22	Alex Jory	25	25	25					75	75	1
27	Brian Bourke	22	22	20					64	64	2
24	Geoff Bowles	20	20	14					54	54	3
55	Simon Shiff	10	20	18					48	48	4
38	Jesse Bryan	7	14	22					43	43	5
7	Rory Plant	16	13	12					41	40	6
50	Ashley Rogers	12	12	16					40	12	7
19	Ryan Carter	9	10	13					32	32	8
54	Paul Shiff	15	12	-					27	27	9
83	Stuart Clarke	11	10	-					21	21	10
23	Tristan Blaufelder	9	-	11					20	20	11
25	Elwin lim	-	9	10					19	19	12
51	Simon Leach	18	-	-					18	18	13
40	Rod Martin	8	9	-					17	17	14
43	Jeremy Payne	-	16	-					16	16	15
15	Cameron Hudson	-	15	-					15	15	16
87	Mark Gorgovski	-	-	15					15	15	17
11	Dean Coutts	14	-	-					14	14	18
30	Jess Bell	13	-	-					13	13	19
31	Graeme Bell	11	-	-					11	11	20
90	shannon Cooper	-	-	10					10	10	21
57	Darryl O'Neill*	8	-	-					8	8	22

* Production Class

2022 BMWCCV Club Motorsport Championship Results

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	Sandown	Winton	The Bend	Winton	Phillip Island	Sandown	Totals
			12-2-22	6-3-22	2-4-22	1-5-22	12-6-22	21-8-22	18-9-22	23-10-22	
Zachary Dunn	E36 320i	A				9	10				19
Peter Garrett	E36 328i	A				10					10
Clive Milham	E36 328i	C	10	10	10	10					40
Vaughan Rosier	Mini r53 John Cooper Works	D	10								10
Mark Higgins	Mini r56 John Cooper Works	D				10					10
Rod Smith	E46 330cd	E			9	10	9				28
Dev Raj	Z4 sDrive 30i	E	10		10						20
James Smith	E46 330cd	E					10				10
Jeff Murdoch	E82 135i	F	9	9	10	10	10				48
Glen Maynard	E82 135i	F	10	10							20
Brian Easton	F87 M2 Comp	G	10	10	10						30
Tim O'Sullivan	E92 M3	G	9	9			9				27
Tahlia Nagy	F87 M2 Comp	G			7	8	8				23
Robert Forte	E90 M3	G		8	9						17
Anthony Kamen	E90 M3	G	8		8						16
Timothy Sung	F87 M2 Comp	G				10					10
Jeremy Katz	G80 M3	G					10				10
Shane Robertson	F80 M3 Comp	G				9					9
Shane McKenzie	E46 M3	H		10	10						20
Mathew Jones	F87 M2 Comp	H	10								10
Mark Ferguson	Mini r53 Cooper S	I	9	8	10						27
Louise Forrest	E30 325i Race	I			9	10	7				26
Matthew Draheim	E30 325i Race	I		10			9				19
David Lumb	E30 325i Race	I	10				8				18
James Draheim	E30 325i Race	I			8		6				14
Stuart Clarke	E30 325i Race	I					10				10
Simon Latimer	E30 325i Race	I		9							9
Daniel Forrest	E30 325i Race	I				9					9
Simon Flanagan	E92 M3	J	6	8	10	8	4				36
Ken Christie	F80 M3 Race	J	7	9		10	9				35
John Horton	E46 M3 Race	J	9	10			7				26
Jon Chadwick	E82 135i	J		7	8		6				21
Robert Forrest	E36 M3 Race	J			9	9	3				21
Jim West	E36 M3 Race	J	8				5				13
Peter Caretti	F87 M2 Comp	J	10								10
Keith Olsen	E92 M3 Production	J					10				10
Gavin Clarke	E92 M3 Race	J					8				8
Glyn Bosisto	Nissan Skyline R33	L		10			10				20
Nick Mavrikos	Porsche 911	L	10								10
Steven Linham	Hyundai i30N	L			10						10
Clive Massel	Alfa Guillia	L		9							9

Welcome to our new members as at March 2022

First name	Surname	Vehicle #1 Year	Vehicle #1 Details	Vehicle #2 Year	Vehicle #2 Details	Vehicle #3 Year	Vehicle #3 Details
Justin	Abrahams	1975	2002				
Ron	Angel	2006	E60 M5				
Axel	Blaufelder	1997	E36 328i Convertible				
Phitchaya	Faiphimai	1997	E36 328i Convertible				
Thomas	Busler	1971	2002				
Natalie	Carroll	2021	BMW 128ti				
Alex	Corradi	2019	X3 M40i				
Adrian	Cronin	1997	318is coupe				
Anita	Devos	1994	325i Convertible				
Faye & Bernie	Ervin	2018	125i M Sport				
Bonnie & Andrew	Flint	1992	E34 M5	2007	E70 X5 4.8		
Jeanette	Handley		M2 Competition				
Richard	Harvey	2021	M4 Competition X-Drive				
Ross	Higgins	2003	E39 530i				
Justin	Hocevar	1966	2000 CS				
Andrew	Holmes	2019	X3				
Robert	Hughes	2016	F22 M240i				
Majed	Isho	1989	E34 535i				
Loris & Peter	Jackson	2021	X2				
Furkan	Kasikci	2003	E39 530i M Sport				
Clarissa	Lazzara	2004	E46 M Sport 318i	1993	E36 318i		
Brent	Lehmann	2019	X4M Competition				
Glenn	Maker	2000	E39 M5	1986	E28 535iM		
Elizabeth	Nance	2021	X3 M Sport				
Mark & Forrest	Patterson	1990	E30 318is				
Connor	Perrins	2021	M135i Xdrive				
Philip Eddy	Rachmat	1992	318i				
Pankaj	Ramputty	2008	135i	1989	E30 318i	2005	E60 M5
Kerry	Reynolds	2013	135i coupe				
Steven	Riley	2003	330Ci				
Ian	Russell	1998	318is				
David	Sedgwick	2011	E90 M3				
Dani	Shamoon	1989	E30 318i (m50b25)				
Deb	Stead	2015	X4				
John	Stead	2015	M4 Convertible				
Rafe	Todd	2009	E92 M3				
Osman	Ulu	2003	E39 530i M Sport				
Haldun	Unalan	2008	650i convertible				
Phil	Williams	2005	645ci				
Anthony	Willis	2015	M235i Convertible				



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