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Index

| | |
|---|---------|
| <i>Committee Contact Details</i> | 2 |
| <i>Member News & Member Profile</i> | 2 |
| <i>Nationals Chairmans Report</i> | 3- 4 |
| <i>Car Wash Advice</i> | 6 |
| <i>Nationals COE Photos</i> | 7 |
| <i>Member Profile - Henshall's</i> | 8-9 |
| <i>Supporting Ironman Competition</i> | 10 |
| <i>Classic Car & Bike Show</i> | 10 |
| <i>Member Profile - Souttas</i> | 14-15 |
| <i>SouthernBM at Phillip Island</i> | 16 |
| <i>Nationals Wrap Up</i> | 18 |
| <i>Nationals Event Photos</i> | 19-20 |
| <i>Club of Nationals & Photos</i> | 21 |
| <i>Nationals Lap Times</i> | 22 |
| <i>Nationals COE Results</i> | 23 |
| <i>Brisbane Ranges & Nationals</i> | 24-25 |
| <i>E30 Race Results</i> | 26 |
| <i>Torquay & GP Display</i> | 27 |
| <i>Member Profile - Haig</i> | 28 - 29 |
| <i>New Members</i> | 30 |
| <i>Club Services</i> | 32 |

*Nationals Welcome at Silverwater
Resort, Phillip Island, April 2013*

M135i thanks to BMW Australia

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Membership of the BMW Car Club of Victoria Inc. is applicable for 12 months from receipt of application and includes one year's subscription to BMW Top Marque.

General Meetings are held at 7.30pm for 8.00pm on the first Monday of the month - refer to our forum for venue updates <http://www.bmwccv.com.au/forums>.

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CONGRATULATIONS BERGMAN FAMILY

Anton and Claire Bergman, welcomed Mitchell Alexander Bergman to the world on Friday 5th April 2013 at 4.31pm weighing in at 7p 1on (3.21kg) and 51cm high, he was 15 minutes old when he got his first racing lesson, practicing race lines in the baby cart.



MEET OUR MEMBERS LAURA PENDLEBURY

My daily drive is nothing to envy; I get a work car and the fuel is paid for so I'm not too fussed. I have two e30's which are my weekend toys.

It might sound silly, but it was love at first sight with my first e30. I bought her when I lived over in W.A.. She's an 1988 325i manual four door sedan. To the best of my knowledge, the only improvement has been a port and polished head. It's currently awaiting some funds so I can replace the clutch. She was my pride and joy, until the track car came along, but has now taken a bit of a back seat.



I got my hands on a gorgeous track e30 in December 2012, who is also a 1988 e30 325i. This one is a bit hit and miss. Lovely car, built and handles well, but the engine leaves a lot to be desired. So a lot of work will be going into it in the near future, hoping to replace all internals and have the head done, as she has a leaking gasket.

What do I love about my BMW's? What don't I love is more the question. I can't think of much! It's not just my BMW's, though. I love them all. There's something very special about that badge that just makes you feel all warm and fuzzy. It's a bit of pride, really. I'm incredibly proud to be a BMW enthusiast.

My motorsport experience at Phillip Island was amazing. I've always dreamed of driving on that track, and I was so happy that I finally got to. It was my very first time on a track with corners (I've done some drag racing previously), and boy was it fun! I can't wait to get back out there and give it another go!

I'm sure you'll all be shocked to hear that my dream BMW is an e30 m3. I couldn't think of anything else I would rather own over one of them, and to drive one on the Nürburgring would make me even happier!

I quite like Top Gear and 5th Gear; but I'd rather go for a spin with Jeremy Clarkson over Tiff any day!

Laura Pendlebury

Member profiles are always encouraged, so please contact Jenna at editor@bmwccv.com.au if you wish your car to be featured in the next Magazine

BMW CLUBS AUSTRALIA NATIONALS 2013

Well another BMW Clubs Australia Nationals has been completed and going by the many accolades received, it may have been the best Nationals to date. Certainly attendance wise I think it would probably set a new record. Every National Rally is unique in its own way and even though there is a basis of Show and Shine, Motorsport, Touring and Evening Events, it is then up to the host Club to put its own spin on how these events are handled.

By basing this year's National Rally at Phillip Island, I think we encompassed an ideal location to spend the weekend soaking up all that Phillip Island and the surrounding district has to offer and attempt to make it a friendly event that could be shared by the BMW families of Australia.

Friday Night Meet and Greet Cocktail Party

Even though every Nationals tries to have this event around the resort's swimming pool it always seems to end up being inside due to impending inclement weather. Likewise for us. 85 adults and 13 children enjoyed a gourmet BBQ dinner and drinks in a more formal atmosphere at the Silverwater Resort.

Saturday Celebration of Excellence

Over 60 beautifully presented BMWs were lined up on the grass area in front of Silverwater Resort overlooking the water where 49 of these cars were judged for the Celebration of Excellence. There was a full range of vehicles from the 1958 Isetta through to the very latest 2013 E92 M3. Every class was very well represented with Stewart Garney taking out Best of Show with his E28 M5 with 426.5 points out of a possible 500.

Saturday Night Nobbies Dinner and Penguin Parade

A trip to Phillip Island is not complete without going to see the penguins. 93 adults and 13 children boarded buses to be transported to the Nobbies Function Centre for a buffet dinner and then on to see the fairy penguins come home to roost. This was the only time that bad weather played a part.

Fortunately it only really rained heavily when we were inside behind glass and we were able to put up with the slight drizzle when watching our furry friends make their way out of the sea, over the rocks and up the beach to their waiting chicks.

Sunday Motorsport Event

Again the weather was kind to us with a bit of drizzle in the morning to dampen the track, however it remained fine for the rest of the day to ensure some good lap times were recorded with Endree Saade having the best time of 1:46:1584 in his E36 Turbo. 63 competitors took to what is arguably the best circuit in Australia, namely the Phillip Island Grand Prix Circuit. Going by the smiles I am sure everyone had a good time.

Sunday Touring Event

54 adults and 2 children went on a Sunday Convoy Cruise through the rolling hills of South Gippsland to the historic village of Loch for morning tea and then on to the RACV Inverloch Resort for a sumptuous buffet lunch of local produce. On the way they collected playing cards to form a poker hand and after a few shenanigans with cards being traded to try and get an upgrade to a better poker hand the winning hand was held by Carol and Belinda Kilner with three aces and two tens.

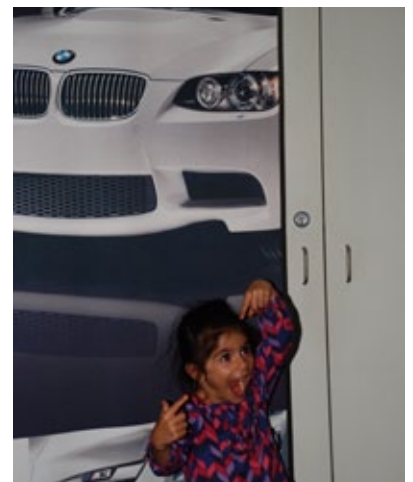
Pace Car Laps

After lunch the Touring Group ventured back to watch the end of the Motorsport Event at the Phillip Island Grand Prix Circuit. 20 cars then lined up for their chance to do some Pace Car Laps around the circuit at a more sedate speed, however a lot faster than what you can legally drive on public roads. Once again the smiles on the faces of the drivers told the story. Even the passengers were able to look at the fantastic views that can be obtained from driving around the best circuit in Australia.

Sunday Presentation Dinner

Silverwater Resort catered for 109 adults and 9 children to a formal three course meal in their Churchill/Flinders room where the winners of the Celebration of Excellence, Motorsport and Touring Events were announced. Plenty of beautiful trophies and door prizes supplied by our sponsors were handed out. The BMW Drivers Club of NSW won the Club of the Nationals with 55 members attending 191 events, giving a total of 760,172 points. A special presentation was made to Jenna Patan who went above the call of duty in her role as registration secretary and sponsorship organiser.

Finally the banner was handed over to the BMW Drivers Club of NSW who will be hosting the BMW Clubs Australia Nationals in 2015.



Top Marque 3

BMW CLUBS AUSTRALIA NATIONALS 2013

Monday Stayers Go Kart Event

For those not in a hurry to leave for home, Go Karts at the miniature Phillip Island Grand Prix Circuit was organised. 30 people raced around in two groups with Christian Fitzgerald the fastest. I now know that being light is certainly advantage in go karting. Once again there were smiles aplenty.

Monday Stayers Museum and Lunch

37 others stayed on to view the excellent Phillip Island Grand Prix Circuit Museum followed by gourmet rolls and wedges for lunch. Final goodbyes and hugs all round took place prior to everyone departing their separate ways, all vowing to catch up again in 2015.

It would be remiss of me not to also mention our sponsors starting with:

- BMW Group Australia for providing the M135i and many items for the registration bags.
- BMW Clubs Australia for providing the water bottles.
- BMW Car Club of Victoria for general financial support.
- Mornington BMW for the Motorsport trophies and various items for the registration bags.
- Southern BM and Evolve Technik for the Celebration of Excellence trophies.
- Silverwater Resort for one of the major door prizes.
- Doncaster BMW and BMW Melbourne for many items for the registration bags and door prizes at cost price.
- Shannon's Insurance for supplying the sample bags.
- Driven Threads for the door prizes.
- Grime Boss Hand Wipes for the wipes in the registration bags.
- Rhyl Trout & Bush Tucker Farm for some family passes.
- 3M Automotive Aftermarket Division for the Celebration of Excellence prize packs.

Overall we had 200 people attend 584 individual events over the weekend which I am sure was enjoyed by all. It proves that the BMW Clubs Australia movement is alive and strong and that we all want the National Rally events to continue well into the future.

We all look forward to the 2015 BMW Clubs Australia Nationals hosted by the BMW Drivers Club of NSW and the ACT.

Tony Whelan,
Chairman BMW Nationals 2013 Organising Committee
Secretary & Public Officer | BMWCCV
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NATIONALS 2013

Don't do what I did!

I was honoured to have been awarded Best of Show at the Nationals for my E28 M5. Many hours of work had gone into preparing the car and it did look a million dollars on the day. However, the next day was the tour of Gippsland in some pretty ordinary weather, and the car got quite grubby. I took it down to the local "washy" to flush off the road dirt that had accumulated ... big mistake.

Once I had used the wand to remove the dirt I realised what had happened ... the water had removed all the wax and actually etched the paint. The car looked awful ... huge streaks down the paint where the water had run off and overall mottled patches everywhere. I immediately took to the car with a microfibre cloth and Meguiar's Final inspection, but too late. The damage was done. I have since had to completely clean the car using Meguiar's Medium Cut Cleaner to remove the etching in the paint (which is original and at 26 years old, getting a little thin in places) and then lay another coat of wax over that. Fortunately, this process has worked and there is no ready evidence of what nearly was.

Why? I have researched this and can tell you that in the interests of "saving water" these washy places recycle the water that is used in the bays. The detergents used are commercial grade and are not of the finest quality, using a lot of salts in their compounds. Salt is a cheap "filler" and being lightly corrosive, is ideal for removing dirt without too much effort. But ... over time, the salt residues build up in the recycled water and it effectively turns in to an extremely acidic slurry. I should have been warned when there were boats there being washed (San Remo is a seaside area) ... the salt and sea water flushed off of them also finds its way into the recycled system, adding to the corrosive action of the water. The very high concentrates of acidic salts in the water I used to flush the car removed the wax and started to erode the actual paint.

So, in the interests of protecting our lovely cars, don't so as I did. The integrity of the water offered for use cannot be guaranteed and my experience should act as a warning ... stay well away from these places unless you are confident the water is safe. Fortunately my M5 has survived to be judged another day and I am also fortunate that I have the knowledge and experience to be able to rectify what happened. No one's fault but mine, but please be warned!

Stewart Garmey

International Delegate | BMW Clubs Australia

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NATIONALS 2013 - COE EVENT



MEET OUR MEMBERS

ANDREW & KATRINA HENSHALL

This story follows the roadmap that resulted in our Z4 sDrive35i taking out first place in Class A at the Celebration of Excellence held during the 2013 BMW Clubs Nationals at Phillip Island. We are the lucky owners of one of the best looking roadsters currently available, which also manages to look just as good with the hardtop raised, thanks to those clever folk at BMW. It's fitted with a fantastic twin-turbo engine, and a magic 7-speed Dual Clutch Transmission, plus DSC, ABS, CBC, DDC, PDC, and other technically advanced features too numerous to list (and involving too many TLAs & FLAs).



Our love affair with roadsters started nearly 29 years ago (before we were even married) when we purchased a rare British sports car called a Jowett Jupiter. The Jupiter was unregistered and not really running, although I managed to coax it into life after unloading it off the trailer at my parent's house. Katrina and I went for a short spin around the block before putting it into storage for restoration at some stage in the future. In fact, the car's restoration is not yet finished, but it is getting closer!

Our 1951 Jupiter is an aluminium-bodied roadster with a 1.5 litre water-cooled flat four (horizontally opposed) engine in the front. It handles well when compared to its competition, the TD MG, and looks a little like a Jaguar XK120. The Jupiter's 16g tubular chrome-molybdenum steel chassis was designed by Eberon von Eberhorst of ERA, designer of the famous Auto Union GP cars of 1937-39. The Jupiter is famous internationally for its hat-trick of class wins in the le Mans 24 hour race (1950, 1951, & 1952), plus second in its class on the 1951 Monte Carlo rally, and winner of the 1951 RAC Tourist Trophy. Notable purchasers of new Jupiters included John Surtees, Peter Ustinov, and comedian Red Skelton.



We joined the Jupiter Owners Auto Club in the UK to access info and spares, plus the Jowett Car Club of Australia, and continue to organise events for the JCCA members in Victoria. The Jupiter was not my first Jowett however, as I purchased a 1950 Jowett Javelin for \$40 when I was in high school, and rebuilt its flat four engine during my school holidays; my brother still has this car! Recently, I also purchased the remains of a 1936 Jowett 7 hp 2-cylinder (horizontally opposed engine of course), and started collecting all the missing parts needed to build an alloy-bodied fish-tailed 2-seater sports special.

The Jupiter was joined not long after by a 1967 Datsun 2000 Sports SR311 roadster, which was a light car that competed with the MGB but came with a twin-carburettor OHC 2.0 litre 4-cylinder engine and 5-speed gearbox. It had a top speed of 201 km/hr, but utilised a simple suspension system that wasn't quite able to match the performance. Membership of the Datsun Sports Owners Club meant yet more club events to attend.



The Datsun was replaced by a manual 1989 Mazda MX-5 NA model roadster in classic red with removable hardtop purchased from the dealer principal of the local Mazda dealership. It turned out to be the 3rd MX-5 sold in Australia, and the first with a hardtop. This car was even lighter than the Datsun as it had an alloy bonnet and boot lid, but it had the opposite problem to the Datsun, with nowhere near enough power to match the beautiful handling.

Given that we live quite close to the Great Ocean Road, you can imagine where we went for our drives on quiet mornings. When it came time to replace the MX-5 many years later, it still had relatively low mileage and was well looked after, so the new dealer principal at Mazda decided to add it to his personal garage as it was simply too good to ship off to the trade.



MEET OUR MEMBERS

The 2005 Melbourne Motorshow was our first chance to view the new NC model MX-5, and shortly afterwards an order was placed for a 6-speed manual roadster with removable hardtop (again in red of course). This time we had more power from the 2.0 litre 4-cylinder motor, but again it felt underpowered thanks to excellent handling. Strangely our new MX-5 turned out to be the first NC model delivered in Australia with a hardtop, thus mirroring our previous car! I imported a set of prototype Enkei super lightweight 5-spoke wheels and had them custom painted to finish off the exterior nicely. Our second MX-5 was used only occasionally and kept in immaculate condition, so we managed to take out a class win at Cars of the World in 2006 by just turning up!



The 2009 Melbourne Motorshow was the undoing of the MX-5, as the brand new second generation E89 BMW Z4 with its retractable hardtop was shown for the first in Australia; how could we resist the Z4's gorgeous shape. The silky N54 3.0 litre twin-turbo 6 cylinder engine delivers great low-down torque, a smooth power delivery right up to the 7000 rpm redline, and to cap it off, a totally sensual engine soundtrack.

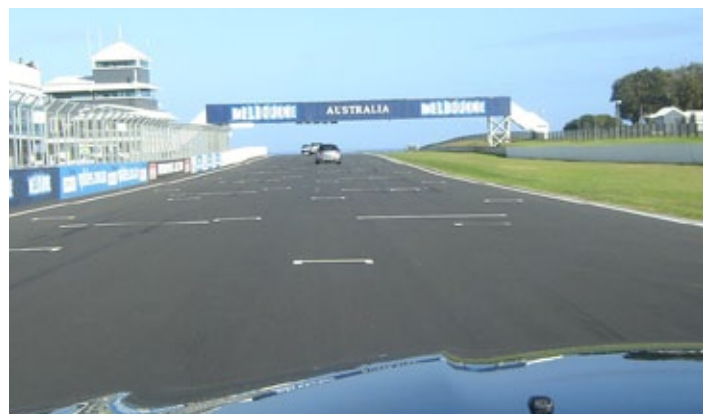
We have had many cars over the years, and strangely all the 6-cylinder cars have been straight sixes, (1966 Jaguar S-type, BMW Z4, and a range of Ford Falcons); perhaps being a powertrain design and development engineer, I am very aware of their superior NVH. The fact that the BMW N54 engine won the internationally recognised award for Best New Engine in 2007 and International Engine of the Year in both 2007 & 2008 is very convincing evidence of just how good this engine is. Even watching the Top Gear comparison between the Z4 sDrive35i and a Nissan 370Z didn't deter us. After driving a couple of demonstrators, our order for a black sapphire sDrive35i (without any badges) with black interior was placed at our local dealer on my birthday in 2010. The car was delivered four months later on Katrina's birthday complete with a big red bow!

Our Z4 was built with a few additional but essential options: Adaptive M suspension, the slick 7-speed DCT gearbox (I love the flappy paddles – that's Top Gear terminology), and 19" V-spoke wheels. After delivery, the car received tinted windows and SmartKote, and then I fitted black kidney grilles, black tinted side indicator lenses, and all the silver painted trim was removed and repainted in black 2-pak. Add an appropriate registration number (BLKZ), and we have our dream roadster. It is a treat to drive, exhibits zero turbo lag, and with a 0-100 time of just 5.1 seconds, provides the sort of performance that our previous roadsters have lacked.



The Z4 continues the trend amongst our sports cars of having alloy panels, this time the bonnet, both roof panels, and the front guards are aluminium to save weight. Modifications to the Z4 since 2010 have been limited to a set of white LED angel eyes, as it's very difficult to improve on perfection.

We joined the BMWCCV in time for Christmas 2010 and have enjoyed a wide range of club events since, including entering the RACV Classic Showcase at Flemington Racecourse three times, and of course the CoE at the 2013 BMW Clubs Nationals. What a surprise to come home from the Nationals with a trophy considering the quality of the opposition in Class A at Phillip Island. The opportunity to take the Z4 out on the GP circuit (the best permanent racetrack in Australia), and give it maximum revs in the low gears out of the big flowing corners while listening to the bellowing exhaust was intoxicating. If only we hadn't been behind a pace car and had been allowed to use the full potential of 4th, 5th, 6th and 7th gears on the main straight! Katrina suffered in relative silence throughout, and even managed to smile a little afterwards.



Bring on the 2015 Nationals!

Andrew & Katrina Henshall

BMWCCV SUPPORTS IRONMAN

Melbourne staged its 2nd IRONMAN Asia Pacific Championship on the 24th March 2013, one of the most challenging events on the planet.

A 3.8K swim, 180K bike ride and to top it off a 42.2K run. The event starts in Frankston with the swim, the bike leg incorporates a long ride out and back along the Eastlink tollway and the run is a point to point from Frankston to St.Kilda.

An e-mail was sent out by Scott asking for volunteers on the finish line – yes the finish line! I thought what a great opportunity to see the competitors finish and in some way help at the end of this epic event was an opportunity not to be missed. The forecast for the day was overcast, windy with the possibility of rain. As usual the weather man had it partially right, who can really accurately predict Melbourne's weather?



The swim leg was reduced to 1.8K because of the choppy surf, the bike and run went ahead unchanged, winds make both a real challenge. The afternoon cleared and the winner Eneko Llanos of Spain crossed the finish line in 07:36:08 with the defending champion Craig Alexander of Australia finishing 3rd in 07:39:37.

And yes I was at the finish line handing out medals to the finishers, soaking up the atmosphere, the jubilation, the exhaustion and the thrill of the finish – something I will never forget.

Karl Leiminger

CLASSIC CAR AND BIKE SHOW



Photo's thanks to Simon Wilkins

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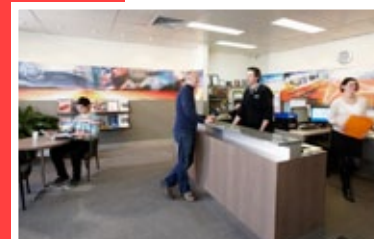
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MEET OUR MEMBERS

JIM SOULTAS

My daily drive is a split between three cars I cannot choose a specific car as they all have different characteristics – BMW 525i Individual 2001, BMW 635CSI 1986, and MAZDA6 2013.

The most special car in my garage? It would have to be My E39 525i, I can't believe how much it has evolved into a different car from the date I purchased it in 2003

What I love about my BMW cars are that none are alike, I drive my E39 525i and it makes me feel like a boss, hugs the road and with the clarity of my modified car audio it puts me in a different postcode. My E24 635CSi sets the bench mark, the looks from ongoing cars is just unbelievable, it has modern day looks, and performance is a pleasure to drive whether it's a long or short drive.

My E39 525i Individual – has under gone a full restoration: Started July 2011 – still evolving

- **Body** – Full Respray – By Polo Body Works – Braeside Vic 3195
- **Interior** – Retrimmed – Full Black Leather with Blue inserts, customized door trims, new hood lining. By Sew Fine Auto Interiors – Cranbourne Vic
- **Customized Car Audio** – Focal Utopia BE NO7 Kit - front stage, 4x T12 Subwoofers, 8x Alpine PDX Amps and stinger wiring, 22inch screen in boot and alpine head unit attached to alpine processor to control sound. Supply & Install By Phatt Audio Concepts – Braeside Vic 3195
- **Wheels** – 19x10 Rear , 19x8 Front – Madina forged track 2 - 2 piece rim – Supplied by Motorsport Wheels & Tyres – Dandenong Vic
- **Suspension** - Bilstein Sports and springs lowered 30mm

Please refer to build link:

1. <http://www.mobileelectronics.com.au/forums/index.php/topic/563528-whats-happening-at-phatt-jimception-when-jims-mowing-combines-with-inception-you-get-jimception-that-will-be-the-theme-for-the-boot/?hl=phatt#entry1279955>
2. <http://www.mobileelectronics.com.au/forums/index.php/topic/567403-whats-happening-at-phatt-jimception/?hl=phatt>

My E24 635CSi – Has under gone a semi restoration, pending further works

- **Interior** – Full Retrim – Full Black leather with grey inserts, customized door trims in the same color as seats, new hood lining – By Sew Fine Auto Interiors – Cranbourne Vic
- **Wheels** – They are genuine BMW wheels, manufactured by BBS for BMW – Style 42 – 2 piece wheel 18inch
- **Body** – requires full respray – hopefully by the end of year
- **Engine** – Stock 3.5litre but in the pipe works may install M5 Engine or wait for it 4.8 V8 from a X5 2006
- **Suspension** – Bilstein sports and springs lowered 30mm

If I could have any BMW it would have to be a M5 or E46 M3 they are a wolf in sheep's clothing. I have travelled by car all around Australia, so I don't have a favorite road, but would like to venture overseas and take on some of the world's best roads, one comes to my mind is the Nurburgring, to be able to complete the fastest lap in a BMW.

I am a fifth gear fan love the car reviews, the guys go into so much details compared to Top Gear.

I have recently purchased a 1987 E32 735i which is need of a restoration, but thats a story for another day.

Jim Soultas

Top Marque 14



MEET OUR MEMBERS



BMW NATIONALS TRACK DAY

The BMW Nationals Track Day was a part of the BMW nationals weekend held during the Easter weekend. Phillip Island presented us with heavy rainfall in the wee hours of the morning, which began easing as we arrived at the Phillip Island Grand Prix Circuit. By the time all the cars were finally beginning their morning practise sessions, the track was drying out and the greying clouds giving way to the warmth of the island sunshine.

The sessions proceeded smoothly and the good volume of cars allowed for a great flow of sessions, rewarding the drivers with plenty of time on track. SouthernBM were represented at the track day with a variety of vehicles including our own custom built E36 track car which prior to the weekend had received a complete overhaul of the braking and suspension systems, as well as some aero enhancements that allowed us to achieve higher mid corner speeds and significantly higher stability into hard braking zones. We achieved a best time of 1.53 which we believe is approaching the limit of the platform.

One of our valued customers put his newly supercharged E46 M3 through it's first track day since the monstrous ESS kit was fitted by SouthernBM, pushing the car to an amazing 308rwkw. The car, in addition to having big upgraded Brembo brakes and suspension was fitted with competition semi-slick tyres and performed faultlessly on the day proving that big gains in horsepower and overall performance can be had without significantly affecting reliability and driveability. We can't, however, speak for fuel consumption!

SouthernBM's own supercharged E92 M3 made a brief appearance on the track for the late afternoon passenger sessions and performed admirably even with street tyres, speaking to the inherent trackability and ease of use of the E92 M3 platform in any situation.

We had a great weekend overall and will certainly be participating in any future events like this run by the BMW Car Club, and we will wait with bated breath for the next track day!

Andrew Brien, SouthernBM



SAVE THE DATE - BMW FOUNDERS DAY

22nd June 2013, 7:00 pm – 11:30pm

Yarra Yarra Golf Club, Bentleigh East VIC

Check the website and look out in the upcoming newsletter for more information

IT'S TIME TO ENJOY DRIVING AGAIN.

BMW Melbourne

Southbank
Kings Way



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Driving Machine

THE BMW END OF FINANCIAL YEAR EVENT IS ON NOW AT BMW MELBOURNE.

At BMW, we only make cars for people who want to feel a certain way. Excited. Exhilarated. Passionate. Feelings you may not have felt for a while. If you don't look at your car the way you used to, if you now only use it to go from A to B, it's time to rediscover the enjoyment of driving again with BMW Melbourne. Put yourself back in the driver's seat during the BMW End of Financial Year Event with outstanding opportunities across the range of Ultimate Driving Machines. Offers must end June 30, so you must act now.

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BMW NATIONALS

53 brave BMW Drivers Club NSW members made the 1000 kilometre trek to Phillip Island to join in the 2013 Nationals. Some took the long road and left on the Thursday travelled for a while, stopped and partied a bit and made the final dash to a crushing deadlock at Koo-wee-rup where it looked like they might spend the rest of their lives.

Others hopped into their bright yellow bus, piled in their families and sent their cars down on a truck. They were the smart ones! Other, equally optimistic, got up early and travelled all day against the combination of the Easter plus school holiday exodus from Melbourne. In reality there appeared to be only three people left in the whole of Melbourne.

The Silverwater Resort turned out to be really nice with an intriguing system of numbering of parking spots done by a dyslectic, compass challenged person with a paint brush and a sense of humour. The quality of the accommodation was very good but the hospitality of the Victorian BMW Drivers Club was better! They welcomed us bearing gifts.

Now that is a good way to get things going. We were off to a good start with the Good Friday night dinner. A record number of just over 200 BMW fanatics had turned up to show off their cars, go for tours and play poker at the same time, watch the penguins come ashore at sunset, drive their cars around the fabulous Phillip Island circuit and eat! There was relatively little drinking as most events were a "zero alcohol."

Saturday morning saw 49 cars struggle for parking space on the Silverwater front lawn normally reserved for those having a quiet walk while marvelling at the tremendous view out over western Port Bay. As it turned out we were pretty good at driving but not so good at keeping our cars clean. Dori Saade won the Race Car section and the rest of us were left with very little.

Saturday night saw us head for a dubious quality meal at Nobbies where the weather turned into a small tornado for a while with wind and sheets of rain. Not to be deterred a roaring trade was done in plastic ponchos for protection during the penguin parade. We were lucky enough to have a small section with seating for 180 where the penguins came up from Bass Strait. The other 3,000 people further up the beach were huddled on the sand. Back on the coaches those driving in the morning were strangely muted as the rain continued to fall.

Sunday morning was pretty miserable with steady rain as we drove out to the track. As Graeme Bell was giving the driver's briefing the rain magically stopped and the track was a little damp for the sighting lap and by the time of the timed trials was completely dry.

Phillip Island track has some strange restrictions for an international motor sport track. It has a 75 decibel limit which is strange as it is in the middle of nowhere. Although it does have permission for a couple of 90 decibel meetings each year and it is not hard to work out which ones they are.

Yellow flags are manically waved to warn drivers of Barrow Island Geese on the track! These birds are about the same size as a small cow, have absolutely no road sense, like to keep their feet dry on hot mix and if you hit one they call the ambulance for the goose.

Geese aside, the Victorians really know how to run a super sprint meeting. These guys are laid back, firm, fair and good fun. They are some of the best officials to have at a track! They certainly make you want to come back.

Besides picking up a swag of placings a couple of things did happen. Arthur Scerri's car decided, after eight years, to have a short circuit and catch on fire. Arthur was seen using the fire extinguisher on the motor and amazingly he was soon back on the track. The editor decided to brake what he thinks was a clutch on his E28 while the oldest car on the day, the E12 M535i, kept on circulating.

Back at the Silverwater resort it was time to settle into some serious talking and comparing notes of the day's activities. Prizes were presented, raffles drawn, speeches made, the phantom banner for the next Nationals kind of handed over and everyone went away very happy, very pleased and proud to be part of such a well organised event.

The secret was staging such a fabulous event? Communications and promotion (and a great race track) Tony Whelan, Jenna Patan and Graeme Bell were marvellous in getting information back to people. They worked hard and fast. The other part of the secret is having members, not all of them driving BMWs, wanting to be part of a group.

Congratulations to everyone involved.

Trevor Kilner
NSW Drivers Club Editor

BMW NATIONALS TRACK DAY





CLUB OF THE NATIONALS

| 2013 BMW NATIONAL RALLY | | | | | |
|-------------------------|------|---------|----------|-----------|---------|
| CLUB OF THE NATIONALS | | | | | |
| | | NUMBERS | EVENTS | KMs | TOTAL |
| NAME | CLUB | BOOKED | ATTENDED | TRAVELLED | POINTS |
| TOTAL ACT | ACT | 12 | 52 | 4100 | 81037 |
| TOTAL NEW SOUTH WALES | NSW | 55 | 194 | 22514 | 766152 |
| TOTAL QUEENSLAND | Qld | 21 | 84 | 18172 | 324846 |
| TOTAL SOUTH AUSTRALIA | SA | 7 | 32 | 2541 | 79664 |
| TOTAL VICTORIA | Vic | 99 | 219 | 7092 | 57351 |
| TOTAL OTHERS | | 6 | 6 | 526 | 958 |
| GRAND TOTAL | | 200 | 587 | 54944 | 1310008 |



NATIONALS PRESENTATION DINNER



NATIONALS MOTORSPORT LAP TIMES

PRACTICE SESSIONS S1 S2 S3 S4 S5 S6 S7 S8 S9 S10 S11

Practice

Issue
Page #

| Pos | Car | Competitor/Team | Driver | Vehicle | Cap | CL | Fastest...Lap | Gap |
|-----|-----|---------------------------------|--------------------------|--------------------|------|----|----------------|-----------|
| 1 | 114 | BMW Drivers Club of NSW | Endree Saade (NSW) | BMW E36 Turbo | 5100 | J | S11 1:46.1584* | |
| 2 | 23 | BMW Car Club of Victoria | Peter Fitzgerald (Vic) | BMW E92 M3 s/c | 6800 | H | S6 1:46.8929 | 0:00.7345 |
| 3 | 124 | BMW Car Club of Victoria | Peter Fitzgerald (Vic) | BMW E82 135i | 5100 | F | S13 1:48.1370 | 0:01.9786 |
| 4 | 157 | BMW Drivers Club of NSW | Ed Kreamer (NSW) | Mitsubishi Evo 9 | 3400 | L | S11 1:48.3074 | 0:02.1490 |
| 5 | 9 | Maserati Club | Liam Slattery (Vic) | Mitsubishi Evo 4RS | 3400 | L | S11 1:49.3209 | 0:03.1625 |
| 6 | 24 | BMW Car Club of Victoria | Christian Fitzgerald Vic | BMW E82 135i | 5100 | F | S11 1:49.5700 | 0:03.4116 |
| 7 | 12 | BMW Drivers Club of NSW | Dori Saade (NSW) | BMW E36 M3 | 3000 | H | S6 1:49.7712 | 0:03.6128 |
| 8 | 1 | BMW Car Club of Victoria | Andrew Hall (Vic) | BMW E92 M3 | 4000 | H | S6 1:50.0100 | 0:03.8516 |
| 9 | 128 | BMW Car Club of Victoria | Tristin Bergman (Vic) | BMW E28 M535i | 5950 | J | S12 1:50.0120 | 0:03.8536 |
| 10 | 68 | BMW Drivers Club of NSW | Philip Allen (NSW) | BMW E46 M3 | 3200 | G | S11 1:51.5571 | 0:05.3987 |
| 11 | 19 | BMW Drivers Club of NSW | Arthur Scerri (NSW) | BMW 328i s/c | 4760 | F | S11 1:51.7693 | 0:05.6109 |
| 12 | 14 | BMW Car Club of Victoria | Phil Logan (Vic) | BMW E36 M3 | 3000 | J | S12 1:52.4907 | 0:06.3323 |
| 13 | 7 | Maserati Club | James Geros (Vic) | Mitsubishi Evo 4RS | 3400 | L | S8 1:53.0946 | 0:06.9362 |
| 14 | 4 | BMW Car Club of Victoria | Simon Lyne (Vic) | BMW E30 Racecar | 2500 | I | S7 1:53.3755 | 0:07.2171 |
| 15 | 133 | BMW Car Club of Victoria | Andrew Brien (Vic) | BMW E36 325i | 2500 | I | S12 1:53.6690 | 0:07.5106 |
| 16 | 90 | Maserati Club | Lorenzo Maimone (Vic) | Skyline R32 | 4420 | L | S6 1:54.0682 | 0:07.9098 |
| 17 | 333 | BMW Car Club of Victoria | Keith Olsen (Vic) | BMW E36 325i | 2500 | I | S14 1:54.3932 | 0:08.2348 |
| 18 | 31 | BMW Car Club of Victoria | Graeme Bell (Vic) | BMW E30 Racecar | 2500 | I | S12 1:54.7801 | 0:08.6217 |
| 19 | 8 | BMW Drivers Club of NSW | Martin Duursma (NSW) | BMW E92 M3 | 4000 | G | S11 1:55.3142 | 0:09.1558 |
| 20 | 41 | BMW Drivers Club of NSW | Greg Lomax (NSW) | BMW E46 M3 | 3300 | H | S13 1:55.4324 | 0:09.2740 |
| 21 | 27 | BMW Car Club of Victoria | Brian Bourke (Vic) | BMW E30 Racecar | 2500 | I | S2 1:55.5767 | 0:09.4183 |
| 22 | 49 | BMW Car Club of Victoria | Bruce Corrin (Vic) | BMW E46 M3 | 3200 | G | S9 1:55.8671 | 0:09.7087 |
| 23 | 53 | BMW Car Club of Victoria | Loughlin Curran (Vic) | BMW E30 Racecar | 2500 | I | S7 1:56.2537 | 0:10.0953 |
| 24 | 28 | BMW Car Club of Victoria | Sean Bell (Vic) | BMW E30 Racecar | 2500 | I | S12 1:56.3822 | 0:10.2238 |
| 25 | 281 | BMW Drivers Club of NSW | Tom Browell (NSW) | Mini Cooper S | 2720 | D | S9 1:57.1353 | 0:10.9769 |
| 26 | 60 | BMW Car Club of Victoria | Luke Curran (Vic) | BMW E30 Racecar | 2500 | I | S12 1:57.8466 | 0:11.6882 |
| 27 | 5 | BMW Club Queensland | Ian Solomon (Qld) | BMW E30 2.8 | 2800 | I | S13 1:57.9942 | 0:11.8358 |
| 28 | 117 | BMW Car Club of Victoria | Jeremy Fredersdorff Vic | BMW E82 135i | 5100 | E | S8 1:58.0920 | 0:11.9336 |
| 29 | 95 | BMW Drivers Club of NSW | Edgar Watfa (NSW) | BMW E36 M3 GT | 3000 | G | S14 1:58.3583 | 0:12.1999 |
| 30 | 58 | BMW Car Club of Victoria | David Carver (Vic) | BMW E36 M3 | 3000 | H | S3 1:58.4645 | 0:12.3061 |
| 31 | 62 | BMW Car Club of Victoria | Daniel Bey (Vic) | BMW E28 M535i | 3600 | H | S15 1:58.5837 | 0:12.4253 |
| 32 | 35 | BMW Car Club of Victoria | Jeff Murdoch (Vic) | BMW E82 135i | 5100 | F | S10 1:58.9486 | 0:12.7902 |
| 33 | 37 | BMW Club Queensland | Rodney Tyson (Qld) | BMW E60 M5 | 5000 | G | S8 1:59.0791 | 0:12.9207 |
| 34 | 80 | BMW Car Club of Victoria | Trent McParland (Vic) | BMW E34 540i | 4000 | E | S9 1:59.3315 | 0:13.1731 |
| 35 | 190 | Maserati Club | Marco Maimone (Vic) | Skyline R32 | 4420 | L | S3 1:59.4748 | 0:13.3164 |
| 36 | 67 | BMW Drivers Club of NSW | Bob Williams (NSW) | BMW E30 2.8 | 2800 | D | S6 1:59.5912 | 0:13.4328 |
| 37 | 55 | BMW Car Club of Victoria | Andrew Thompson (Vic) | BMW E46 M3 | 3200 | H | S9 1:59.9281 | 0:13.7697 |
| 38 | 32 | BMW Car Club of Victoria | Brian Cooper (Vic) | BMW E36 325i | 2500 | D | S13 2:00.2642 | 0:14.1058 |
| 39 | 136 | BMW Car Club of Victoria | David Lumb (Vic) | BMW E30 Racecar | 2500 | I | S2 2:00.5553 | 0:14.3969 |
| 40 | 131 | BMW Club Queensland | Phillip Allsop (Qld) | BMW E30 Racecar | 2500 | I | S9 2:01.1285 | 0:14.9701 |
| 41 | 86 | BMW Car Club of Victoria | Warren Kulpa (Vic) | BMW E28 M535i | 3430 | F | S15 2:01.3600 | 0:15.2016 |
| 42 | 44 | BMW Drivers Club of NSW | Nick Voegt (NSW) | BMW E36 M3 | 3200 | G | S8 2:02.0641 | 0:15.9057 |
| 43 | 25 | BMW Car Club of Victoria | David Mackrell (Vic) | BMW E30 325i | 2500 | D | S7 2:02.7661 | 0:16.6077 |
| 44 | 50 | BMW Car Club of Victoria | John Doria (Vic) | Holden Commodore | 6000 | L | S10 2:03.1086 | 0:16.9502 |
| 45 | 150 | BMW Car Club of Victoria | Daniel Doria (Vic) | Holden Commodore | 6000 | L | S3 2:04.0326 | 0:17.8742 |
| 46 | 130 | BMW Drivers Club of NSW | Anthony Yee (NSW) | BMW E87 130i | 3000 | C | S10 2:04.3335 | 0:18.1751 |
| 47 | 30 | BMW Drivers Club of NSW | Chris Kingsland (NSW) | BMW E36 328i | 2800 | D | S3 2:05.0132 | 0:18.8548 |
| 48 | 36 | BMW Car Club of Victoria | Steven Doria (Vic) | Holden SV6 Ute | 3600 | L | S5 2:05.4619 | 0:19.3035 |
| 49 | 6 | BMW Car Club ACT | Phil Freeman (ACT) | BMW E36 M3 | 3000 | G | S10 2:06.5149 | 0:20.3565 |
| 50 | 2 | BMW Car Club of Victoria | Jess Bell (Vic) | BMW E36 318is | 1800 | B | S4 2:07.7453 | 0:21.5869 |
| 51 | 10 | BMW Car Club of Victoria | Rodney Smith (Vic) | BMW E30 320i | 2000 | B | S8 2:09.0550 | 0:22.8966 |
| 52 | 535 | BMW Drivers Club of NSW | Peter Kilner (NSW) | BMW E28 M535i | 3453 | E | S9 2:09.6641 | 0:23.5057 |
| 53 | 18 | BMW Car Club of Victoria | James Allen (Vic) | BMW E36 325i | 2500 | C | S15 2:10.5082 | 0:24.3498 |
| 54 | 16 | BMW Club Queensland | Denis Weisz (Qld) | BMW E30 318is | 1800 | A | S15 2:12.0776 | 0:25.9192 |
| 55 | 520 | BMW Car Club of WA | Trevor Kilner (WA) | BMW E12 M535i | 1990 | E | S10 2:12.2358 | 0:26.0774 |
| 56 | 20 | BMW Car Club of Victoria | Neil Kulpa (Vic) | BMW E28 535i | 3500 | E | S15 2:12.6917 | 0:26.5333 |
| 57 | 17 | BMW Car Club of Victoria | John Fredersdorff (Vic) | Mazda MX5 | 2000 | L | S10 2:13.4272 | 0:27.2688 |
| 58 | 33 | BMW Drivers Club of NSW | Michael Walter (NSW) | BMW E46 M3 | 3200 | G | S13 2:13.9275 | 0:27.7691 |
| 59 | 11 | BMW Car Club of South Australia | Mohamed Awadalla (Vic) | BMW E39 530i | 3000 | C | S14 2:15.6344 | 0:29.4760 |
| 60 | 21 | BMW Drivers Club of NSW | Edward Forgacs (NSW) | BMW E39 M5 | 4900 | G | S15 2:15.9866 | 0:29.8282 |
| 61 | 361 | BMW Car Club of Victoria | Paul Doria (Vic) | Holden SV6 Ute | 3600 | L | S3 2:16.9431 | 0:30.7847 |
| 62 | 126 | BMW Car Club of Victoria | Laura Pendlebury (Vic) | BMW E30 325i | 2500 | I | S5 2:22.1774 | 0:36.0190 |
| 63 | 132 | BMW Car Club of Victoria | Trevor Kulpa (Vic) | BMW E39 540i | 4400 | F | S9 2:22.7216 | 0:36.5632 |

Fastest Lap Av.Speed Is 151kph

R=under lap record by greatest margin, r=under lap record, *=fastest lap time

NATIONALS SHOW N SHINE RESULTS

| BMW CLUBS AUSTRALIA NATIONALS 2013. | | | | 30-Mar-13 | | | | | | |
|--|-----|-------|----------------------|----------------|-------------|---------|----------|----------|------|---------|
| SOUTHERN BM & EVOLOVE TECHNIK CELEBRATION OF EXCELLENCE. | | | | | | | | | | |
| SUMMARY | | | | | GRAND TOTAL | 1 | 2 | 3 | 4 | 5 |
| | No: | CLASS | NAME | CAR | REGO | ENTRANT | EXTERIOR | INTERIOR | BOOT | ENGINE |
| | | | | | 500 | 100 | 100 | 100 | 100 | 100 |
| BAU GRUPPE 201X E70 X5, E71 X6, E81/E87 1s, E84 X1, E90 3s, F01 7s, F10 5s, F30 3s | | | | | | | | | | |
| 1 | 3 | A | HENSHALL Andrew | E89 Z4 | BLKZ | 364 | 33 | 78 | 90 | 73 |
| 2 | 5 | A | WHARTON Brian | E93 330i | ZAF 487 | 337 | 42 | 70 | 92 | 64 |
| 3 | 6 | A | SUMMERS Mike | F30 320i | BMW 757 | 318 | 32 | 70 | 79 | 68 |
| 4 | 2 | A | BRIEN Andrew | E92 M3 | SBM 3 | 313 | 24 | 76 | 81 | 67 |
| 5 | 9 | A | DUURSMA Martin | E92 M3 | N BL79J | 312 | 24 | 72 | 82 | 70 |
| 6 | 10 | A | SARTORI Troy | E92 335i | TS800 | 305 | 44 | 75.5 | 79.5 | 46 |
| 7 | 4 | A | COOPER Kenneth | E92 335i | KEN 335 | 302.5 | 45 | 69.5 | 73 | 74 |
| 8 | 8 | A | YEE Anthony | E87 130i | 01 ANTH | 294.5 | 46 | 73.5 | 48 | 64 |
| 9 | 7 | A | MURDOCH Jeff | E82 135iM | YPA 901 | 265.5 | 24 | 69.5 | 63 | 75 |
| 10 | 12 | A | SPRAGUE Ashley | E92 M3 | ZPE 638 | 170 | 11 | 75 | 84 | Unsited |
| BAU GRUPPE 200X E46 3s, E53 X5, E60 5s, E63 6s, E65 7s, E83 X3, E85 Z4s | | | | | | | | | | |
| 1 | 17 | B | SMITH Val | E46 330ci | V BM 033 | 388 | 52 | 78.5 | 81.5 | 96 |
| 2 | 19 | B | ROUND Ian | E46 330ci | IDR 633 | 371.5 | 50 | 72.5 | 82 | 83 |
| 3 | 15 | B | TYSON Rod | E60 M5 | W1NGIT | 351.5 | 43 | 74.5 | 78 | 82 |
| 4 | 1 | B | THOMPSON Andrew | E46 M3 | TYC 964 | 334 | 48 | 72 | 76 | 62 |
| 5 | 14 | B | McLACHLAN Jeff | E85 Z4M | ZED 4M | 317 | 39 | 66 | 61 | 69 |
| 6 | 11 | B | STEVENS Mark | E63 M6 | YHL 00R | 281.5 | 29 | 40.5 | 77 | 70 |
| 7 | 18 | B | WHELAN Tony | E66 760Li | ARW 760 | 273.5 | 62 | 64.5 | 69 | 78 |
| 8 | 16 | B | WALTER Michael | E46 M3 | MW 711 | 227.5 | 42 | 56 | 51.5 | 52 |
| BAU GRUPPE 199X E31 8s, E36 3s, E36/7 Z3s, E38 7s, E39 5s | | | | | | | | | | |
| 1 | 28 | C | WILKINS Simon | E36 318i | 318 111 | 394 | 67 | 78 | 85 | 78 |
| 2 | 24 | C | BATEMAN Rodney | E36 325i | RB 1976 | 387 | 58 | 71 | 84 | 86 |
| 3 | 23 | C | AWADALLA Mohamed | E39 530i | S 720 AEJ | 382 | 47 | 83 | 86 | 83 |
| 4 | 29 | C | FORGACS Edward | E39 M5 | NEF 058 | 376 | 46 | 74 | 84 | 83 |
| 5 | 20 | C | FREEMAN Phil | E36 M3 | PF 001 | 370 | 59 | 71 | 71 | 75 |
| 6 | 25 | C | BURKE Ian | E36 M3R | NIB 101 | 350 | 39 | 73 | 77 | 72 |
| 7 | 22 | C | SOULTAS Jim | E39 525i | LOUDBM | 345 | 54 | 77 | 84 | 49 |
| 8 | 26 | C | PLANINSIC Andre | E36 323i | YKY 626 | 329.5 | 65 | 62.5 | 75 | 66 |
| 9 | 21 | C | VARTY Chris | E36/7 Z3 | YCA 014 | 318 | 59 | 64 | 57 | 74 |
| 10 | 27 | C | WATFA Edgar | E36 M3GT | M3 GT | 299.5 | 38 | 63.5 | 67 | 74 |
| BAU GRUPPE 198X E30 3s, E32 7s, E34 5s | | | | | | | | | | |
| 1 | 30 | D | BARLOWE Josh | E32 735i | BMJ | 409.5 | 74 | 80.5 | 83 | 83 |
| 2 | 31 | D | MUIR Scott | E34 AlpinaB10 | 21735H | 391 | 72 | 78 | 83 | 77 |
| 3 | 34 | D | McGUIRE Russell | E30 M3 | E30 M3 | 347 | 58 | 67 | 86 | 74 |
| 4 | 33 | D | McPARLAND Trent | E34 540LE | TJMP | 336 | 75 | 73 | 47 | 63 |
| 5 | 32 | D | BUTCHER Jamie | E34 535is | V BM 590 | 310 | 84 | 63 | 56 | 60 |
| 6 | 35 | D | PENDLEBURY Laura | E30 325i | 20861H | 197 | 45 | 64 | 32 | 47 |
| 7 | 46 | D | COZENS Steve | E30 318i A Col | SZZ 042 | 145 | 59 | 23 | 27 | 36 |
| BAU GRUPPE 197X E21 3s, E23 7s, E24 6s, E28 5s | | | | | | | | | | |
| 1 | 37 | E | GARMEY Stewart | E28 M5 | 12008H | 426.5 | 62 | 89.5 | 96 | 92 |
| 2 | 36 | E | MYERS Christian | E28 525e | 09305H | 401 | 84 | 81 | 66 | 79 |
| 3 | 39 | E | GLYNN Lawrence | E21 323i JPS | 1384 | 385.5 | 90 | 76.5 | 77 | 78 |
| 4 | 44 | E | CHUA Alvin | E28 M5 | 20071H | 384 | 71 | 77 | 89 | 77 |
| 5 | 40 | E | BUNKER-SMITH Charles | E24 635Csi | 11325H | 377.5 | 61 | 72.5 | 88 | 86 |
| 6 | 38 | E | TZOOMIS Bill | E24 635Csi | 18200H | 322.5 | 71 | 61.5 | 64 | 66 |
| NEUE KLASSE 2002s, E3 2500/3.0L, E9 3.0CS/CSL, E12 5s | | | | | | | | | | |
| 1 | 42 | F | BATEMAN Caroline | 2002 | 15250H | 422 | 97 | 83 | 83 | 82 |
| 2 | 41 | F | ALCHIN Ken | 2002 | KA 2002 | 360 | 90 | 67 | 74 | 63 |
| 3 | 45 | F | EYWARD Tim | E10 2002 | 03756H | 333 | 89 | 74 | 37 | 69 |
| 4 | 43 | F | KILNER Trevor | E12 M535i | 43543H | 283.5 | 63 | 64.5 | 65 | 59 |
| ALL OTHER PRE 1970 BMWs AND ISETTAs | | | | | | | | | | |
| 1 | 60 | H | NASSAR Tony | Isetta 300 | 1414H | 366.5 | 80 | 82.5 | 77 | 48 |
| BMW RACE & RALLY CARS | | | | | | | | | | |
| 1 | 63 | R | SAADE Dori | E36 M3 | N/A | 268 | 39 | 59 | 32 | 55 |
| 2 | 61 | R | SOLOMON Ian | E30 Racecar | 5 | 209 | 55 | 54 | 20 | 45 |
| 3 | 62 | R | SAADE Andre | E36 Racecar | 4 | 182.5 | 35 | 62.5 | 11 | 54 |





Wolf among the Sheep

Brisbane Ranges Cruise 2012

Last year we went along for the Brisbane Ranges Poker Run organised by Tony Whelan. This was our first experience with this type of cruise and it worked really well. There are several stops where you collect a new card and at the end of the cruise you make a poker hand. The best hand wins a prize. It also acts as a way to regroup several times on the cruise as well as take in the scenery.



As my sister was also on this cruise we came along in another German marque (think 3 pointed star) and tried to blend in as much as possible. We blended in most of the time except for when we'd take off from a stop and rev out first gear to enjoy the aural pleasures of our 6.2L V8. Apparently you could hear us 7 or 8 cars back. No one was complaining, on the contrary everyone seemed to encourage us as the sound was magnificent.



Tony had really put in effort in finding some super obscure roads. My sister, Moni, had to play catch-up from the start as their McDonalds breakfast order took longer than expected. With little phone reception and 2 girls with very poor navigational skills (just ask my mother about the time my sister's directions got them lost in little Havana on a family trip to Miami) her passenger was convinced they were lost when they were traveling up super steep single lane roads that circumnavigated the hill.

They weren't, this was all part of Tony's amazing course and eventually they caught up with us. Lunch was at a winery, whose name escapes me, which was tasty. After another short stint the cruise ended with an afternoon Devonshire Tea (Yum!).

Thanks to Tony for putting on a great day with a nice twist on the regular cruise format.



Nationals Easter Sunday Cruise & Pace Car Laps

I was awakened by an alarm set way too early and a plastic egg chucked at my head by my better half telling me that before we were able to depart for Philip Island, I would be required to complete an Easter egg quest, complete with clues written on these plastic eggs. I mumbled something about more sleep and that I'd do it when we got back. Apparently that was unacceptable and I proceeded on my quest around the house which included having to go outside in the cold at 6am (how cruel!).



Now loaded up on chocolate we made our way to Philip Island to join the car club for the nationals drive day which was the alternative event to motorsport. Sunday was the only day that we could attend a nationals event due to an already busy long weekend but we were glad we could at least be a part of it.

We arrived at the meeting spot at the published time and found the car park bristling with life and full of BMWs, we were in the right place! The weather looked gloomy and being Phillip Island it was windy and slightly on the cold side but nonetheless looked like a perfect day for a drive.



With a bag of goodies from the sponsors (my favourite being the BMW windscreen washer additive), some playing cards (for the poker run, see my other piece on the Brisbane Ranges cruise) and directions now in our hand, we were on our way.



Tony Whelan had yet again put together an array of back roads that we would never have found ourselves. Even though, as with all the car club drives, all road rules and laws were adhered to, it was still a challenging and enjoyable drive with plenty of windy bits and many one lane back roads where we only occasionally encountered other cars. Being a row of 30 or so beemers, we usually took priority.

After a morning tea break we were off again and what seemed like only a super short time, we were at the RACV club in Inverloch, ready for lunch. I have to say, even though it was a buffet the food was very impressive. I tend to stay away from buffets unless we're talking the Bellagio or Wynn in Vegas or to a lesser extent a lunch at the VRC, this was on par with the latter.

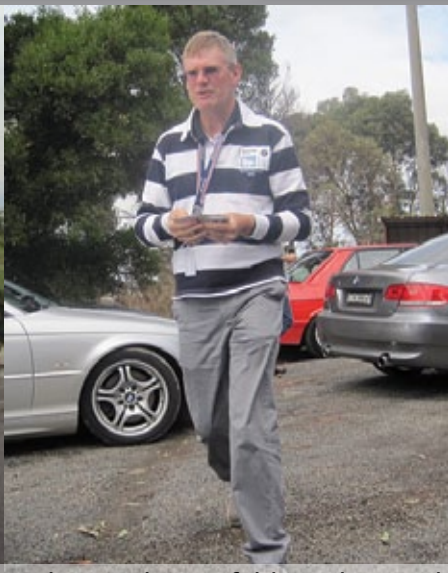


Feeling very full (as if the constant chocolate wasn't enough) we headed back towards the track for our pace car laps. After a quick driver briefing and some queuing waiting for the real racers to get off the track, we set off on our pace car laps. This was actually a very enjoyable way to experience Phillip Island. It's designed to give people a taste of the track and entice them to sign up next year for the track day but as someone who has done Phillip Island many times before, it was a really relaxed way to enjoy the beauty and serenity that is the Phillip Island racetrack.



A big thank you to Tony Whelan, Graeme Bell and the whole nationals crew for a well organised day. If it was at all indicative of what the rest of the event was like, then we really missed out by only participating on this day.

Marc Warshall
mwarshall@hotmail.com



"You've got to know when to hold 'em, know when to fold 'em, know when to walk away, know when to run"

BMW DRIVERS CUP 2013

ROUND 1 WAKEFIELD PARK

MARCH 2ND & 3RD

QUALIFYING

| | Car # | Position | Time |
|-----------------|-------|----------|-----------|
| Alan Saint | 54 | 1 | 1:26.2261 |
| Stan Armstrong | 121 | 2 | 1:27.6395 |
| Brian Bourke | 27 | 3 | 1:27.8815 |
| Glenn Potter | 66 | 4 | 1:28.4021 |
| Simon Mitchell | 99 | 5 | 1:28.4021 |
| John Angiolella | 64 | 6 | 1:31.8961 |
| Ray Kwong | 88 | 7 | 1:37.9369 |

RACES

| | Car # | Race 1 Position | Points | Race 2 Position | Points | Race 3 Position | Points | Race 4 Position | Points | Best Lap Time | Total Race Points | Round Points | Round Position |
|-----------------|-------|--------------------|--------|--------------------|--------|--------------------|--------|--------------------|--------|------------------|----------------------|-----------------|-------------------|
| Alan Saint | 54 | 1 | 25 | 3 | 20 | 1 | 25 | 1 | 25 | 1:10.1538 | 95 | 25 | 1 |
| Simon Mitchell | 99 | 2 | 22 | 1 | 25 | 5 | 16 | 2 | 22 | 1:10.5284 | 85 | 22 | 2 |
| Brian Bourke | 27 | 4 | 18 | 2 | 22 | 3 | 20 | 3 | 20 | 1:11.0038 | 80 | 20 | 3 |
| Glenn Potter | 66 | 3 | 20 | 4 | 18 | 2 | 22 | 5 | 16 | 1:10.4925 | 76 | 18 | 4 |
| Stan Armstrong | 121 | 5 | 16 | 5 | 16 | 4 | 18 | 4 | 18 | 1:11.1607 | 68 | 16 | 5 |
| John Angiolella | 64 | 7 | 14 | 6 | 15 | 6 | 15 | 6 | 15 | 1:11.0719 | 59 | 15 | 6 |
| Ray Kwong | 88 | 6 | 15 | 7 | 14 | 7 | 14 | 7 | 14 | 1:13.9100 | 57 | 14 | 7 |

BMW DRIVERS CUP 2013

ROUND 2 PHILLIP ISLAND

APRIL 6th & 7th

QUALIFYING

| BMW E30's | Car # | Position | Time |
|-----------------|-------|----------|-----------|
| Matt Martin | 43 | 1 | 1:52.8585 |
| Anthony D'Anna | 45 | 2 | 1:54.4424 |
| Alan Saint | 25 | 3 | 1:54.8195 |
| John Angiolella | 64 | 4 | 1:54.8237 |
| Sean Bell | 68 | 5 | 1:55.4249 |
| Brian Bourke | 27 | 6 | 1:55.7403 |
| Geoff Bowles | 24 | 7 | 1:56.9591 |
| Gary Pearce | 50 | 8 | 1:57.9893 |
| Julie Showers | 11 | 9 | 1:58.0446 |
| David Levy | 77 | 10 | 1:58.7793 |
| Mark Gorgovski | 30 | 11 | 1:59.0549 |
| David Lumb | 36 | 12 | 1:59.7604 |
| Aneeta Abatz | 66 | 13 | 2:03.8992 |

RACES

| BMW E30's | Car # | Race 1 Position | Points | Race 2 Position | Points | Best Lap Time | Total Race Points | Round Points | Round Position |
|-----------------|-------|--------------------|--------|--------------------|--------|------------------|----------------------|-----------------|-------------------|
| Anthony D'Anna | 45 | 3 | 20 | 1 | 25 | 1:54.8561 | 45 | 25 | 1 |
| John Angiolella | 64 | 5 | 16 | 2 | 22 | 1:54.5262 | 38 | 22 | 2 |
| Brian Bourke | 27 | 4 | 18 | 4 | 18 | 1:55.0813 | 36 | 20 | 3 |
| Geoff Bowles | 24 | 8 | 13 | 3 | 20 | 1:55.6426 | 33 | 18 | 4 |
| Alan Saint | 25 | 2 | 22 | 12 | 10 | 1:54.8096 | 32 | 16 | 5 |
| Gary Pearce | 50 | 7 | 14 | 5 | 16 | 1:56.0293 | 30 | 15 | 6 |
| Sean Bell | 68 | 6 | 15 | 8 | 13 | 1:55.0997 | 28 | 14 | 7 |
| Julie Showers | 11 | 9 | 12 | 6 | 15 | 1:57.3353 | 27 | 13 | 8 |
| David Levy | 77 | 10 | 11 | 7 | 14 | 1:57.8113 | 25 | 12 | 9 |
| Matt Martin | 43 | 1 | 25 | DNF | | 1:53.5292 | 25 | 12 | 9 |
| Mark Gorgovski | 30 | 11 | 10 | 9 | 12 | 1:58.0277 | 22 | 10 | 11 |
| Aneeta Abatz | 66 | 12 | 10 | 10 | 11 | 1:58.0800 | 21 | 10 | 12 |
| David Lumb | 36 | 13 | 9 | 11 | 10 | 1:59.0760 | 19 | 9 | 13 |

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MY 1996 BMW 328i E36 MANUAL COUPE

I purchased my first ever BMW in 2010 from my Pop for \$2000. It was a 1989 BMW 320i e30, four door manual. As soon as I drove the e30 I fell in love with the car and not long after, the brand itself. I loved the way it drove, the way it felt, handled, the way it looked and soon I came to realise I was unlike most P-Platers who prefer Holden and Ford.

Soon after I bought the e30, things started to go wrong. If it wasn't another service it was the diff, if it wasn't the diff it was multiple oil leaks, bill after the bills kept coming, soon enough my bank account was running dry. To my despair I realised that the e30 needed a lot of love and attention before I could even think about the upgrades. Things like adding new wheels and lowering it was never going to happen, let alone thoughts of a CAM, chip or LSD. However not knowing the workings of any car very well, let alone a BMW I found myself spending unnecessary money on short term fixes.

Two years later I'd finally had enough and set my eyes on a new project. Within six months of saving every last cent, I could finally leave the e30 behind and in August 2012 I upgraded to a 1996 328i e36 coupe. I bought the 328i from Trade Prestige in Port Melbourne, Black, very clean and only 188,000km on the clock. The manual conversion was done by the previous owner, however the funny thing was that it was done by Southern BM, my old employers and the team who will be helping me with this project.

I had big plans and ideas for the e36. I wanted to build it properly, attending to all areas of the car. After owning the BM for a couple of months I lost my licence which was a blessing in disguise. Straight away I called Jimmy & Andrew and organised to put my car into the workshop for a period of six months plus. Immediately I started researching on multiple websites including VAC & Turner motorsports, CA Technologies UK, Dinan, Schmeidenmann UK, Beastpower, Umnitzer and Bimmerworld. With each pay week I paid my necessities and all the rest went on my e36.

I decided to break the car up into six stages and place them in an order of importance. Suspension was first followed by brakes, driveline, exterior, interior and finally the engine, with maintenance in between. The car is still currently at Southern BM and as it stands to date I have finished the first two stages and stage three is currently underway. Jim and Andrew at Southern BM have been a great help with the build and very tolerant of my multiple emails and phone calls.

I'm aiming to finish the build by August/September this year but the outcome will ultimately depend on cash flow and the sourcing of parts from overseas. As listed below are the completed and in progress stages, a fully updated list will be appearing in the coming months when the build is finished.

Jay Haig



MY 1996 BMW 328i E36 MANUAL COUPE

Stage One

- Ebachi coilovers
- Ebachi anti-sway bar kit
- Stage three camber plates
- Ebachi rear camber arms
- Powerflex rear trailing arm bushes (Polyurethane)
- Powerflex rear sub frame bushes (polyurethane)
- Powerflex front lower control arm bushes (polyurethane)
- Motorsport lower X brace
- Strut brace
- Ground control adjustable rear sway bar links
- Turner motorsport trailing arm bushing limiter kit

Stage Two

- EBC slotted and dimpled rotors
- StopTech street performance brake pads
- StopTech stainless steel braided lines
- Calliper bushing upgrade kit
- Callipers and brackets powder coated black

Stage Three

- ClutchMasters lightweight sprung hub clutch (performance organic clutch- 40% more clamp load than M3)
- JB racing aluminium fly wheel
- Rebuilt tailshaft and balance
- UUC polyurethane engine and transmission mounts
- Rogue Engineering stainless steel clutch line
- Selectors
- UUC ultimate short shift kit
- UUC DSSR
- Diff rebuilt
- Quaife LSD



WELCOME ALL NEW MEMBERS

| | | | |
|----------------------------------|---------------------------|----------------------|----------------|
| Lindsay & Mitchell Ellis | E39 540i 1997 | E30 318i 1989 | |
| James Hosking | 323i JPS 1981 | | |
| Morgan Wu | 335i 2007 | | |
| Scott Booth | 525e 1986 | | |
| Jennifer Baldwin-Morris | Falcon XR6 2010 | Focus 2012 | Lada Niva 1997 |
| Stephen Lewis | EH Holden Ute 1965 | | |
| Sean Dixon | E12 M535i 1981 | | |
| Jose Zaldana | E21 323 1982 | E30 323 1988 | |
| Craig Templeman | M6 Conv 2012 | | |
| Andrew Wong | 1 series M coupe 2012 | | |
| Garry Askew | M3 2012 | | |
| Ryan Koski | M3 2012 | | |
| Dean Jennings | Z4M 2006 | | |
| John Monos | 1 series M coupe 2012 | | |
| Daniel Galli | 2002 1975 | | |
| Alan & Cindy How | 318i 1996 | 325i 1984 | |
| Michael & Cheryl Wood | 528 1984 | | |
| Mark Cooke & Emma Fellows-Cooke | 323i E21 1983 | | |
| Andrew Thompson | M3 2006 | | |
| Jeremy Fredersdorff | 135i 2008 | | |
| Rory Farrugia | E36 328i 1995 | N13pulsar 1987 | |
| Susan & Michael Collins | E30 318i 1988 | E36 318is 1995 | |
| Joy & Geoff Wundersitz | M3 1999 | | |
| Franas Deegan | M535i 1986 | 540 1999 | X5 2007 |
| Tim Hook | R32 2004 | | |
| Tom Lacy | Chev Cheyenne 1972 | | |
| Nathan Meyerheinrich | E30 323i 1985 | | |
| Andrew & Adrian Hui | 318i coupe 1989 | | |
| Danny & Josh Khouri | 318i 1983 | | |
| Russell & Melva Stebbins | M535i 1987 | | |
| Shawn Munroe | 1 series M coupe 2012 | | |
| Dr Rob Gocentas | 1 series M coupe 2012 | | |
| Dale McKee | M3 pure edition 11 2012 | | |
| Paul & Liga Smith | Z3M coupe 1999 | 1 series conv 2012 | |
| Sammie & Dominic Quattrone | M3 2008 | | |
| Scott Rawling | 528i 1985 | 528i 1981 | 318i 1986 |
| Leigh & Con Chrisanthou | M3 2010 | | |
| Jay Hau | 328i 1996 | 320i 1989 | |
| Matthew Leyden | Holden Premier V8 1976 | | |
| Sam Bektas | M5 2006 | X5 4.8i sport 2007 | |
| Christopher & Ray Haddad | E30 323i 1984 | | |
| James Forsaith | 323i E21 (baurTC-1) 1979 | | |
| Neil Kulpa | 535i 1987 | | |
| Peter Myllynen | E30 1985 | | |
| James Balmer & Kathryn Sweeney | E46 325 2002 | | |
| Laurie Allan | LJ Torana 1972 | | |
| James & Ada Yun | E30 1988 | | |
| Cees Eldering & Angela Henderson | 323 ci 1999 | | |
| Anne Marie Desai | 3.0 cs 1972 | | |
| Seth Burbury & James Bennett | Alpina C2 2.7 cabrio 1988 | | |
| Jeff & Tim Garro | | | |
| David Gandolfo | E30 318i 1990 | | |
| Janis Messber | 2002 1973 | | |
| Josh Barlowe | M745i E23 1985 | 735i E32 1988 | |
| John Doria | Commadore SSV 2011 | | |
| Trevor Kulpa | 540i 1997 | | |
| Xiaoying Ye and Zhiyi Zeng | X5 2003 | | |
| Douglas Studer | E36 M3 1996 | | |
| Steven & Paul Doria | Holden series 2 SV6 2011 | | |
| Daniel Strode | Pontiac GTO 1969 | | |
| Barrie Haywood | FJ Holden 1954 | | |
| Bruce Grinter | Range Rover 1998 | Harley Davidson 1972 | |
| Thomas Jaworski | E38 740il 1997, | E53 X5 4.8is 2005 | E32 740i 1993 |
| Ross Vaudeau | 540 1995, | X5 2003 | |
| Daniel Terrell-Phillips | E30 325i 1987 | | |
| Adam Kells | Triumph Herald 1960 | | |
| Paul Maclean | Holden HQ 1972 | | |
| Vincenzo Ambesi | Holden HJ | | |
| Leigh Taylor | | | |
| Larry Tsorng | 535i Gt 2013 | | |
| Bill Bardsley | 840ci 1995 | | |

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