

TOPMarque

2015 Issue 140



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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 - www.bmwccv.com.au/forums.

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From the editor

Hi all,

Welcome to another issue of Top Marque.

Nationals

We had a fantastic time at the Nationals over Easter weekend! Well done to all those who attended. If you are after any results you can find them here:

Club Champion Results: <http://www.bmwnationals.com.au/2015-nationals-club-championship-results>

Car Show Results: <http://www.bmwnationals.com.au/shannons-car-show-at-the-bmw-clubs-nationals>

Motorsport Results: <http://www.bmwnationals.com.au/peak-performance-motorsport>

Tourist Drive Results: <http://www.bmwnationals.com.au/total-vehicle-management-tourist-drive>

Driver Training

We have a new location for our driver training this year, it is a little closer to home. Be sure to keep an eye on your emails for further information on this. We are also holding a members meeting at the facility prior to the first driver training that we will run.

Service Directory

Just a reminder to the businesses that are listed in the services section at the back of the magazine - it is your responsibility to provide me with updated details. If you need to make any changes please email me: editor@bmwccv.com.au

If you are not in the services directory and would like to be, please contact me so we can arrange it.

I will be doing a clean up after this magazine, so if you are in the club services section, please email me to ensure that your listing stays in the magazine.

That's all from me this quarter. There are plenty of events on the calendar. Be sure to keep an eye on your member emails to stay up to date with out events. I look forward to seeing you all soon.

Jess.

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35th Anniversary Founders Day Dinner

Saturday 27 June, 2015

The Langham, Melbourne, Southgate Centre, 1 Southgate Avenue, Southbank



BMWCCV invite all members to join us for a Black Tie dinner for our 35th Anniversary. The evening will commence at 6.30pm with pre dinner drinks and canapés and will include a 3 Course Meal, Drinks, Prizes and a live music.

The Langham offers luxury accommodation from \$295 per night per couple, so if you are wanting to make a weekend of it as well please contact Jo Mawson to arrange a special accommodation package.

Dress: Men- Black Tie formal Ladies- Formal gowns

Please note: Suit and Tie will be accepted if you don't own a Dinner Suit

Bookings essential! Please contact Jo Mawson on 0412661900 or email events@bmwccv.com.au for further information.

We would like to congratulate Jan Eastwood & Ian Round who have won Valet Parking for the night. Jo Mawson will be in contact with you closer to the date to make arrangements.

Christmas in July Cruise to Marysville

Sunday 12 July, 2015

Theme: Christmas Jumper/Christmas novelty clothing



Come along for a fun filled Sunday cruise with quiz questions for along the route. I strongly suggest you have a passenger with you to assist with navigating and helping with finding the answers to the questions.

Short stop for coffee and freshly cooked donuts at Launch Fresh Food Market, Launching Place, where we can stretch our legs have a quick toilet break and also buy some locally grown produce. Then back on the road to experience some magnificent Alpine Touring Roads to our destination at beautiful Marysville for our 'Christmas in July' lunch.

After lunch, for those who are game, a nice walk to Steavenson Falls, then depart at your own pace.

Meet: BMW Headquarters Springvale Road, Mulgrave – 8.30 am

Depart: from 9 am Sharp

RSVP 5pm Friday 3rd July, 2015

Booking Essential: Please contact Jo Mawson at events@bmwccv.com.au for further information

What's On

Date	Event	Location
23 - 24 May	Cruise	Great Ocean Road
31 May	Members Meeting	DECA, Altona North
16 - 17 July	E30 Racing Round 3	Sandown Park Raceway
13 June	Driver Training	DECA, Altona North <u>NOT</u> Shepparton
14 June	Sprint Round 3	Broadford
20 - 21 June	E30 Racing Round 4	Wakefield Park Raceway
12 July	Christmas in July	Marysville
27 June	Founders Dinner	The Langham, Southbank
4 - 5 July	E30 Racing Round 5	Winton Motor Raceway
18 - 19 July	Driver Training/Sprint Round 4	Winton Motor Raceway
8 August	Sprint Round 5 - Hill Climb	Morwell
15 - 16 August	E30 Racing Round 6	Phillip Island Grand Prix Circuit
5 September	Sprint Round 6	Sandown Raceway
12 September	Sprint Round 7	Phillip Island
26 - 27 September	E30 Racing Round 7	Winton Motor Raceway
11 October	Driver Training	Winton Motor Raceway
16 - 18 October	6 Hour Relay Race	Winton Motor Raceway
24 - 25 October	E30 Racing Round 8	Phillip Island Grand Prix Circuit
6 - 8 November	Winton 300	Winton Motor Raceway
28 - 29 November	Island Magic	Phillip Island

** Please note that more events can be added at anytime. The calendar is never final.*

If you would like to help in running any events or would like to run your own cruise day or have suggestions for any events, please contact Jo Mawson at events@bmwccv.com.au.

Members meeting - Fox Car Collection

Written By: Lawrence Glynn



In a fox museum you wouldn't expect to find cats, a spider or some gull wings, but if that is the Fox Car Collection, they become some Jaguars, a Porsche 550 Spyder and a Mercedes 300 SL gull wing respectively.

Those were amongst the 45 cars, some historically significant, from the collection on display during the club's visit, beautifully housed in the atmospheric and historic Queen's Warehouse building on Collins Street in the Docklands.

The collection is held by the Fox Foundation, with the cars donated by Lindsay Fox, of transport company LinFox fame.

Lindsay started his company after being demobbed, aged 19, from National Service in 1956 with a second hand Ford tray truck purchased with borrowed funds. The bumper sticker "You're passing another Fox" was added to the second truck in his "fleet", a telling sign of things to come.

It is fair to say he was pretty successful after that!

The cars on display obvious bear testament to his particular tastes. Although there are more German



cars than of any other country there is, sadly, only one BMW; a C1 semi enclosed motor scooter – BMW's millennium answer to the modern day microcar for megacity living, complete with seat belts and safety crumple zone.

Mercedes – Benz dominate the collection with the aforementioned 1955 300SL and the more modern SLR in road trim and a unique heavily modified race version.

There is a M-B 600 Pullman of considerable length once owned by Ringo Star and one of Bing Crosby's former cars.

I was particularly pleased to see a real 1955 Porsche 550 Spyder, almost certainly the only genuine example in Australia (replicas can be had for a relatively modest sum from the USA even if there is no legal way to import them here for road use), imported by Norman Hamilton and raced in both NZ and Australia. This particular example has chassis number 55. James Dean was killed at the wheel of chassis number 56. Another unique vehicle is the only surviving example of the 2 prototype Rolls Royce Camargue Turbos from 1980. Apart from being interesting as an example of



how prototypes are constructed and used, it serves as a warning lesson to not stray too far from your mission statement!

A trio of MGs trace the lineage from TC to TF, likewise the Jaguar XK120 – 150 series, neatly contrasted by two of Jaguar's latter day "supercars".

The building itself, rented to the Foundation on a peppercorn rent for 99 years, has a long and distinguished history, being built for the Customs Department in 1890. Ironical in a way as one of the impediments to getting some of the Foundation's

vehicles into the country have been customs/import related.

Perhaps more fitting to the current task was its role in 1913 literally printing money, since reversed by consuming about \$10 million in refurbishments and repairs by the Foundation.

In addition to the obvious cost of the vehicles there is a wealth of information in the interpretive signs and other displays which make for an enjoyable and very worthwhile visit.



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Car Clubs Converge to Albert Park

Confederation of Australian Motor Sport - CAMS



Over a dozen cars from the BMW Car Club of Victoria converged from the Mornington Peninsula to Albert Park, as they prepare to display their automotive loved ones at this weekend's Formula 1® Rolex Australian Grand Prix in Melbourne.

Members from the BMW Car Club of Victoria gathered atop of Arthurs Seat, with road and race going BMWs gathering for a leisurely drive alongside the picturesque Mornington Peninsula bays.

Motor Sport Captain and Driver Training Coordinator Graeme Bell lead the dozen strong field from the top of Arthurs Seat.

"It's great to be invited to go and show off. That's where all the guys doing Formula 1, doing V8s - they all started in clubs. We're very active in the motor sport arena. It's great to be able to come and show what we do." Said Bell.

With the first round of the Formula One World Championship commencing in Melbourne, Bell hoped the BMW Car Club of Victoria display may spark the interest from members of the public to get involved with motor sport.

"We get a lot of people come and talk to us while we're standing near the cars. A lot of interest from people that didn't even know that the club existed, and don't know how to get into motor sport even," said Bell.

"Of course that's the way all the Formula 1 drivers all started in car clubs, it's the pathway. That's where you begin. Where everyone begins."

With the Grand Prix serving as one of the largest motor sport gatherings in Australia, invited car clubs across Australia see the event being of great benefit at feeding interest to the grass roots level of motor sport.

"There is huge levels of interest, especially as the cars are very well presented. It's a Grand Prix event!" Said Scott Muir, who celebrates his tenth year as a member of the club.

"Anyone who's anyone who's into motoring is going to be there, any presentable car display is going to attract people. I think we put on a pretty good one."

Despite the high level of interest, Muir has previously declined offers to purchase his vehicles and intends a similar strategy for this year's event.

"I've had offers on some of the cars at these sort of things, but the ones in my collection are not for sale!" Said Muir.

A majority of the field was represented by road going models, with a handful of race versions also presented. Sean Bell, son of Graeme Bell, presented his BMW racecar to the cavalcade.

"I think my ride might be a little bit rough because I'm in my race car today! That's going to be enjoyable for me. I think everyone else will be looking around, and I'll be worried about every bump I'm riding over!" Said Bell.

Sean Bell echoed the sentiments that car clubs were the backbone of any racing driver's start to professional motor sport.

"It's quite impressive at how many people will come up and sort of speak to you about the cars, ask you about the cars," said Bell.

"I think the Grand Prix it probably is the number one motor sport event in the country that we have - it needs to be not just for the big guys at the top, but also for the little guys at the bottom.

A festival of all forms of motor sport and all forms of car enthusiasm as well."

The BMW Car Club of Victoria were also joined by The Mercedes-Benz Club (Victoria), who met at Walker Park for a similar cavalcade to the Grand Prix grounds from Nunawading in the eastern suburbs of Melbourne.

CONFEDERATION OF AUSTRALIAN MOTOR SPORT





BMW Heritage Touring Cars, Australian Grand Prix Meeting

Written by: Stewart Garney

Our favourite marque was represented by four beautifully turned-out cars for the three races of this category at this year's Australian Grand Prix meeting at Albert Park, 12 to 15 March:

- E24 635CSi "John Player Special", ex Jim Richards by Adrian Brady
- E30 M3 "John Player Special", ex Jim Richards by David Towe
- E30 M3 "Mobil", ex Jim Richards by Jervis Ward
- E30 M3 "Schnitzer", ex Johnny Cecotto / Emmanuel Pirro by Bill Cutler

E24 625CSi JPS

Adrian's gorgeous car got off to a rather inauspicious start when it misbehaved and suffered a broken rocker arm. An overnight engine change remedied that only to be replaced with an electrical gremlin that caused a miss at high revs. As Adrian said "uploads, down-loads and even side loads" struggled to cure it and the car suffered through its two remaining races. From where I was the engine sounded magnificent, that beautiful deep six-cylinder bark, and Adrian finished in 27th place in Saturday's race. The presentation of this very special car (Jim's 1985 ATC-winning car) is an absolute credit to Adrian and the crew at Melbourne Performance Centre. Note the absence of JPS signage on the car ... a requirement of the organisers of the meeting that no cigarette advertising is allowed. Don't get me started on that, it's not advertising, it's history, and that can't be changed!

E30 M3 JPS

Another one of Jim's iconic cars, this one is owned by David Towe, a member of BMWDCNSW. David

drives the car very well and it is very much to his credit that he finished seventh in both Friday and Saturday's races, a really good effort considering the 42-car field of some seriously quick touring cars. David reported no major problems (with the car, anyway ...) and the small Sydney-based team did well in upholding BMW honours. Again, the car was devoid of its JPS signage, David having replaced them with the event sponsor's Penrite logos. Considering the car's modest power output compared to the V8 and turbo-powered cars around him on the grid, all power to David and his effort.

E30 M3 Mobil

M3 BMWs seem synonymous with Jim Richards and here is another one. When BMW Australia and JPS withdrew from the Australian Touring Car Championship for the 1988 season, the team was taken over by Peter Brock in his now infamous move away from Holden. Sadly, it was too late for the screaming M3s and they suffered at the hands of the emerging Ford Sierras. The car is an ex JPS entrant, one of the six built and still has its original black interior. Jervis reported a high speed miss on Saturday but it didn't seem to phase him and the car's performance too much and the lovely represented car did very well. It sounded so "crisp" at maximum revs along pit straight, I'm sure Jervis had a wonderful weekend with yet another iconic car. No problem with advertising Mobil on this one.

E30 M3 Schnitzer

Oh dear, poor Bill! This normally ultra-reliable car disgraced itself by taking on the scenery at the side of turn one on Friday when a rear brake problem caused the gorgeous car to lose grip and spear into the barriers. Bill did everything his considerable talent could muster to catch the car but it was too far gone and parked itself very heavily front-corner on into the concrete, negating any further involvement in the meeting. Damage is enough that a rebuild is required and Bill tells me that is what it will get.. after seven seasons of reliability and fun, Alan How and his team will straighten the car and repaint it. It does mean Bill will miss the Easter Historic meeting at Bathurst, which is a real shame.





This a car with as much history as the others. 1987 Bathurst 1000 entrant Schnitzer had Johnny Cecotto and Emmanuel Pirro down to drive it. It suffered a major accident in practice necessitating a TAFE rebuild, evidence of which Bill found when he bought and restored the car. It also did well in the Wellington 500 street race before almost ending its days as a quasi-sports sedan in Western Australia were Bill located it and brought it back to its former glory.

If you haven't been to an historic race meeting where these cars are a feature of the entry, you should. The owners are always happy to show and tell on their cars and to share their considerable

history with you and remember, these cars are the "real deal", no replicas here!

Jim Richards has two in his private collection. His 1987 ATC-winning JPS M3 and 1985 JPS 635CSi. There are no plans to race the 635 and we keep nagging him about racing the stunningly restored M3! The remaining JPS M3 is currently under restoration in Queensland and is expected to race later this season. That makes four of the six M3s built by Frank Gardner, the other two are in the BMW Museum in Munich as Art Cars, one by Ken Done and the other by Michael Jagamara Nelson.

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Mental ///M3

Written by: Paul Jakubicki



According to the late James Dean, “gratification comes in the doing, not in the results”. True in most regards, but in the case of Manny de Zilva’s E46 M3, gratification comes in both the doing and the results. Years of involvement in both the JDM and Euro scene, Manny’s journey towards building his M3 hasn’t been without heartbreaking disappointment.

Manny: After writing off my old widebody E46 330ci which I had invested years of savings and time into, I was disheartened to modify another car but as a couple of months passed, I could not hide the fact that I was an enthusiast and the bug got into me yet again. I searched the sports car market and narrowed down my search to an R34 GTR or an E46 M3 as they were my favourite cars that suited my price range at the time. But in the end I chose the M3 as it was a car that I have always loved even as a kid, I had to have it so I pulled the trigger making this the third e46 I would own!

And then the real fun began... introducing Manny’s Mental E46 M3

At first glance it’s clear to see that this German beast is not stock. Anywhere you look, something has been tweaked, modified, improved.

Manny: I modified my car with one thing in mind and that’s to be unique. Some of the parts I have chosen are very rare in this world and my car is the only example to wear them in Australia.

Manny: I had the custom “E92 GTR hybrid” hood made which is a cross between an E46 M3 GTR and E92 M3 because it’s subtle yet aggressive and I think there is only 3-4 of these in existence at the moment.

Manny: AGT rear underbody diffuser and carbon side skirt diffusers were chosen for aerodynamics, which are also very rare due to pricing and supply, this is also a piece that is unique to my car here in Australia. It was an appealing choice because I wanted to give my car some JDM flair.

Manny: The Varrstoen wheels weren’t quite chosen for the car, they were meant to be temporary shoes as they were pretty much left-overs from my old E46 which got written off. I bought a set of 2-piece DPE R07 variant S wheels but I preferred the look of the Varrstoen’s and it complimented the rest of the mods well so they stuck.

Behind the wheels lies a track friendly Stoptech 328mm rotor and pad upgrade, along with braided stainless steel brakelines containing STR600 Brake Fluid they combine to give the M3 some serious stopping power.

Whichever angle you look at this car, you can’t help but to stop and stare. The fitment of the Varrstoen’s is just perfect!

The marriage of the parts chosen, from the custom painted carbon CSL boot to the AGT diffusers and the Varrstoen wheels, it all just works perfectly.

There are carbon bits anywhere you look. From the underbody, interior to the kidney grills and our favourite the AC Schnitzer Replica 3 piece carbon front lip...The ECS Tuning tow hook adds a nice subtle hint that this is not just a beauty queen.

The external mods are one thing, the internal ones are another. The engine and drivetrain haven’t been spared with some quality upgrades splashing every facet. Supersprint metallic catalytic converter and lightweight straight pipe matches the Mille Miglia race exhaust perfectly, while the Turner Motorsport Stage 2 carbon intake and ESS ECU tune make this thing breathe better and sound incredible.

Handling wise, not much has been spared. H&R coilovers, BC Racing camber tops, Racing Dynamics strut brace and Whiteline endlinks are a start, but add a full Turner Motorsport sway bar upgrade and adjustable rear control arms and you’re starting to get serious. But wait, there’s more! Powerflex subframe bushes and a BM Autologic subframe reinforcement and underbody restoration complete the full suspension overhaul. How does it handle? F**ken amazing!

The interior also has it’s fair share of cosmetic

enhancements, from the 8-piece silver carbon trim kit to the Genuine AC Schnitzer shift knob, pedals and park brake.

The extended aluminium SMG shift paddles make you want to smash through the gears!

Even though the sound of the M3s S54 straight 6 may be enough aural pleasure for most people, Manny has also updated the cars sound system with a custom Rockford Fosgate boot-setup consisting of P1 subwoofers and p400 amplifiers.

Manny: To me the car feel like the total package, its timeless bodylines, luxury interior features, 50:50 weight distribution for perfect handling, distinct exhaust note, a high-revving, powerful and responsive straight 6 motor that sounds great combined with the raw SMG gearbox which gives it a race car feel, it ticks all the boxes.

As beautiful as this M3 is, and with the amount of work put into it, is it finished? Far from it. Recaro RS-GT seats will be adorning the interior very soon, and a VT2-575 Supercharger System will again transform this beast into the ultimate road warrior.

Anywhere it gets driven, it turns heads. Coming into Spring and Summer, be sure to see this work of art gracing the streets of Melbourne.

Full Part Listing

Engine, Intake and exhaust
Supersprint section 1 with metallic catalytic converter
Supersprint section 2 lightweight straight pipe
Mille Miglia race exhaust
Turner Motorsport Stage 2 carbon intake
ESS ECU tune
TMS underdrive pulleys

Aerodynamics

AC Schnitzer Replica 3 piece carbon front lip
AGT carbon sideskirt diffusers
AGT rear carbon underbody diffuser

Weight reduction and cosmetic enhancement

CSL carbon boot
E92 GTR hybrid hood
CSL carbon rear diffuser
Carbon roof spoiler

Carbon kidney Grills
Carbon fog covers
Carbon side grills
Carbon shark fin
Custom black chrome bumper mesh
Carbon badges all round
Carbon pollen filter cover
ECS Tuning tow hook kit

Interior and Boot

LED Interior kit
Silver Carbon 8-piece interior trim kit
Genuine AC Schnitzer Shift knob, pedals, park brake
Extended Aluminium SMG shift paddles
Dynavin V5 headunit
Custom Rockford Fosgate boot-setup

Suspension and Chassis

H&R Coilovers with custom 14kg rear and 10kg front spring rates
Turner Motorsport Front/Rear 30/25 Sway Bar Upgrade
Whiteline endlinks
BC racing camber tops
Turner Motorsport adjustable rear control arms
Racing dynamics strut bar
Powerflex subframe bushes
BM Autologic subframe re-enforcement and underbody restoration

Wheels and brakes

StopTech Stage 2 Brake Upgrade (Slotted Rotors/ST Pads)
Stoptech stainless steel brakelines with STR600 Brake Fluid
Varrstoen 1.1.2 wheels 19x9.5 et20 Front 19x11 et0 Rear
Extended chrome locking wheel nuts
Yokohama AS01 245/35 Front, 285/30 Rear

Lighting

Smoked LED indicators all round
Custom blacked out projectors with 6000k angel eyes
Smoked LED tail lights
Umnitza 6000k fog lights

*For the full write up with all photos, go to:
<http://speednation.com.au/mental-m3/>*



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*From BMW Financial Services (a division of BMW Australia Finance Ltd, Australian credit licence 392387) on a commercial chattel mortgage agreement for business purposes over 60 months at 5.79% pa. On a drive away price of the relevant vehicle with automatic transmission and (1) 19" Double Spoke Alloy Wheels, BMW M Performance Black Gloss Grille, BMW M Performance Decals, BMW M Performance Pedal Set, LED Front Entrance Sills, (2) 6-speed automatic transmission with ECO PRO mode, Navigation System, Cruise Control with braking function, Sport Line and (3) 18" Y-Spoke Alloy Wheels Unique Glacier Silver Body Styling Accents, Multifunction Sport Leather Steering Wheel, BMW xLine Door Sill Finishers, Glacier Silver Grille of (1) \$48,223, (2) \$49,200 and (3) \$55,939, with monthly repayments of (1) \$585, (2) \$598 and (3) \$684 and a final payment of (1) \$21,701, (2) \$22,140 and (3) \$25,173. Total amount payable is (1) \$59,299, (2) \$60,486 and (3) \$68,675. Fleet, government & rental buyers excluded. Fees, charges, terms, conditions & approval criteria apply. No other offers apply. Offer applies at BMW Melbourne while stocks last on new vehicles ordered & delivered by 31.07.15. Consult your accountant regarding your eligibility as a commercial customer. For further details contact BMW Melbourne.

Members Meeting - Creative Custom Cars

Written by: Jenna Patan

Our first members meeting for 2015 kicked off on a drizzly Sunday Melbourne morning. Alan How and brother Dean (plus family, friends and co-workers) kindly hosted a group of close to 50 for lunch and a tour of the workshop.

With so many special and beautiful cars on display, Alan and Dean walked the group through the history of each of the cars they had loving built and resorted – and wow there is some incredible history and a real story for each of them. If you are looking to restore a vehicle back to its former glory then Creative Custom Cars should be your first stop (not just for BMW's).

www.creativecustomcars.com.au

Thank you to everyone who attended and for those involved with organising the day.



RACV Classics club display, Mornington

Written by: Jenna Patan

For the second time in February we headed down to the Peninsula for the RACV Classic Showcase (this is the one that is normally held at Flemington).

BMWCCV was invited to participate and we had over 20 cars join the display. I would like to thank all our members who displayed as it looked just fantastic on the grass next to the track. Mornington BMW also participated by lending us a new 2 series active tourer on put display, which given the surrounding "classic" cars, drew quite a crowd.

The show also offered some incredible vehicles from all different marques, however the stand outs for the show were the huge collection of Mercedes Benz and MG vehicles as they both held their club concourse events at the show. Each group had at least 100 cars on show, all different variants spanning decades.



Thank you to Jo Mawson and Graeme Bell for volunteering their time on behalf of the club to the AMOC as helpers on the day.

Ahoy there me hearties! Fancy a cruise?

Written by: Stewart & Maureen Adam

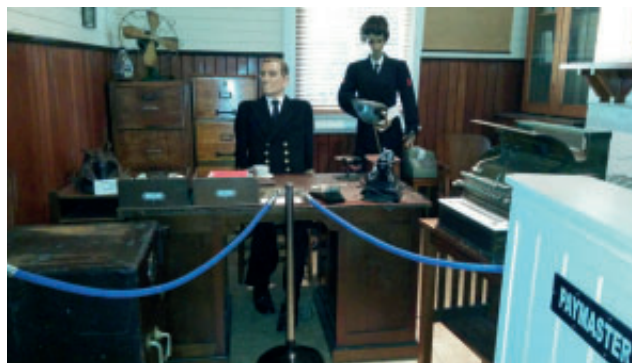
On a massively sunny 28°C Sunday – 22 March – 35 of our BMWCCV brethren set sail on a relatively short Cruise to the HMAS Cerberus Museum and on to lunch at The Heritage in Balnarring. Eighteen BMWs participated, some having come from Bendigo and Geelong to make the early start.

The start was early at the BP service station on Thompsons Road at Cranbourne West due to a planned long stop at HMAS Cerberus. The start directions tricked some people a few days before the start, because the road where the starting BP service station is located is named Thomson Road at the Frankston Freeway end, and Thompsons (note the s) Road at the Cranbourne end.

Moreover, members coming from the North side had to plan their trips due to road closures affecting EastLink southbound between Springvale Road and Frankston Freeway due to the annual Herald Sun/CityLink Run for the Kids charity event and the IRONMAN Asia-Pacific Championship Melbourne.

Once underway, the BMWCCV cruise meandered through a combination of built-up areas, farmland and vineyards, bringing the BMW fleet out to the shores of Haans Inlet (off Westernport) where the Museum Curator and Historian Toni Munday awaited us. Alas our planned 10:30 am morning refreshments were delayed and scaled down (no sticky buns) due to a power outage at the RANCCF Canteen.

Toni led the participants through the museum with a witty and informative commentary on the comings and goings of ships, war heroes, and maritime mishaps (like Cerberus firing her guns inland instead of at an enemy ship due to tidal movement) plus much more. The many photos here and on the BMWCCV's Facebook site tell the story.



After a belated morning tea, the fleet followed Toni in Andrew Henshall's show-topping black Z4 M around the base, with commentaries at various locations.

After the tour, the cruise turned back to Balnarring, stopping at The Heritage for lunch. The food was outstanding and really appreciated as by this stage it was 1:30 pm and everyone seemed famished. A short quiz was run that contained two questions relating to locations on the drive and seven questions relating to the museum. The judges were merciless in demanding exactness in the answers in order to separate out the winners.

Tony Whelan and his crew of Judy and Stephen Shrimpton won the quiz. The tied second and third places went to Matthew Draheim and his crew (Lisa, James and Thomas Draheim), Natalie and David Barnes. Stewart and Evelyn Garmey achieved equal third place. Our thanks go to Mornington BMW for donating the prizes for the quiz winners.

All in all, it was an enjoyable cruise with many posts and more photos uploaded to the facebook.com/groups/BMWCCV pages. Do note that the details of future events are sent via email, and are also available on the bmwccv.com.au website under 'events'.



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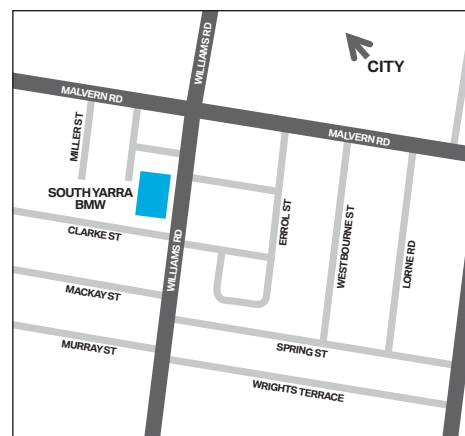


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South Yarra BMW strongly believes in giving back to the local community. We have proud affiliations with local charities, sporting clubs and schools through donations and sponsorships.

This year, be inspired at South Yarra BMW. With some exciting models arriving in 2015, our showroom provides the perfect setting to experience the thrill of the Ultimate Driving Machine and the all new South Yarra BMW.



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BMW Car Club Nationals 2015

Written by: Anthony Whelan

It is Easter in an odd year so it must be BMW Clubs Australia National Rally time where everything BMW converges on one place in Australia. This year it was the BMW Driver's Club of NSW turn to host the Nationals and they decided to hold it at The Sebel Hawkesbury Resort & Spa in Windsor.

For us, the road trip to Sydney started with a bang, quite literally, as somewhere between home and our overnight stop at Wagga Wagga, some "nice" soul decided to side swipe my 750i and scratched the bumper just below the driver's side headlight. It was a bit of deja-vu as a similar thing happened on the way to the 2004 Canberra Nationals where my E38 750iL got rear ended on the Western Ring Road. Why does this sort of thing happen on the way to a Nationals event, never on the way home?

We met up with Jenna & Sean at Benalla for lunch and travelled on to Wagga Wagga to watch the first night screening of Fast & Furious 7, a car action film if there ever was one and certainly recommended to all the "adrenalin junkies" out there. To see cars in places where they were never meant to be, I would hate to pay the insurance bill. It makes my scratch look very insignificant.

This year we had the most starters from Victoria to an interstate National Rally in a very long time and it was great to spend a weekend away with all the other BMW fanatics from around Australia.

It was good to catch up with them all again and relive some great memories. As per tradition, Friday night was a "Welcome Reception & Dinner" held at the Sebel Hawkesbury Resort.

I rose early the next morning to do a bit of cleaning and polishing only to find it still spitting with rain. Sydney



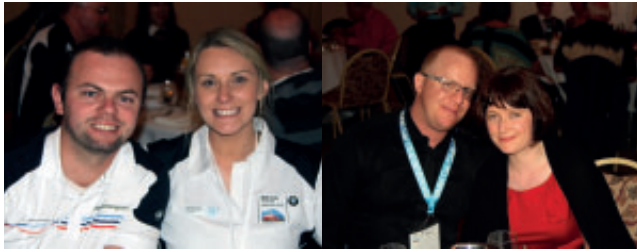
lived up to expectations where it has rained at Easter time, 8 of the past 9 years. If I remember correctly, it rained on the 2003 Nationals held at Lane Cove where the judging had to be held in the underground car park of the Resort. Consequently plan B was put in place for the Shannons Nationals 2015 BMW Car Show where each car was wiped down under one portico and then driven down to the next one for judging.

Unfortunately there were a few meters in the open where they got wet again. This year the competition was very strong with quite a few newer cars present and I didn't expect to do well, as with a fairly new car with low kilometres, I couldn't pick up the usual bonus points that I normally get with an older car that has covered a huge amount of kilometres.

As nothing was planned for Saturday afternoon and the rain hadn't let up, Judy, Stephen and I met up with friends, who live ten minutes away from the Resort, for lunch in Windsor and went back to their place for afternoon tea and look at his collection of cars.

Saturday night was a "Dinner and Legends of Rock'n'Roll & Night Fever Show" We were entertained by the impersonators taking off Johnny O'Keefe, Elvis Presley, Kylie Minogue, Dusty Springfield, etc. singing songs of that era. Also it was interesting to see some of the various reluctant audience participants doing





their best dance moves.

Sunday was an early start for those going to Sydney Motorsport Park for the Motorsport Day, where Jess Bell won the Best Interstate Drivers award, well done Jess. By all reports and the photos shown at the Presentation Dinner, it was well attended and everyone enjoyed themselves. I don't think we will ever wipe the smile off Jenna's face from competing in her first motorsport event in her own car.

It reminds me of when I drove on a racetrack for the first time at Symmons Plains on one of our Tasmania Tours in my E38 750iL. I know, not quite the right car for the job, however it is a great experience, isn't it Jen.

The other alternative was a leisurely Observation Drive into the Blue Mountains via Lithgow and Blackheath for lunch. Of course we had plenty of questions to answer, some curly to test us all out.

A very scenic route was plotted out and after lunch we visited the newly refurbished and just opened Hydro Majestic Resort at Medlow Bath. This resort is perched right on the edge of the cliff looking out over the valley and it seemed like everyone else from Sydney had the same idea as it was very busy.

The Presentation Dinner was held at the Sebel



Hawkesbury Resort and all the trophies for the weekend were presented. I don't normally boast, but we finished picking up second place with Rod & Val Smith winning the top award in the Blue Mountains Tourist Drive. The other big winner on the night was Helen Eylward by picking up the bottle of Grange in the wine raffle.

As the two Queensland Clubs will host the next Nationals in 2017, a presentation of what they have planned was given and it looks very impressive, as it will be held in Brisbane. I know the BMW National Rally is not everyone's cup of tea, however once you go to one you seem to get hooked and then keep going to them all. I went to my first in 1999 and have only missed 1 since then. You meet up with plenty of interstate people with like interests in BMW's and it is really good to renew those friendships every couple of years.

To cap off the Nationals this year, those who could hang around for the Stayer's BBQ were treated to a day at one of the members of the BMW Driver's Club of NSW, Linda and Murray Friend's house. They live on 5 acres and have a huge house to cater for the 20 odd people that were able to stay on until we had to bid our farewells and vow to meet again in 2017 in Brisbane.



BMW Car Club Nationals - Sydney Motorsport Park

Written by: Jess Bell



It all began at 4am Friday morning for me. I got in the car and began my journey to Sydney, eventually arriving around 1pm. I spent my Friday and Saturday visiting with some good friends that I have in Sydney before getting up bright an early Sunday morning to head to Sydney Motor Sport Park (Eastern Creek Raceway). I must say I don't think I have ever been as nervous as I was to drive this track. Sydney Motor Sport Park is one I have been to more times than I can count, however this was my first chance to get behind the wheel.

I arrived a little earlier than the rest of the Bell Motorsport team, so I found us a garage and socialised with some of the other BMWCCV members. Once Dad, Jo, Sean and Jenna arrived we were able to unpack our cars.

The Nationals was also the first round of our BMWCCV Sprint Championship, which I was lucky enough to win last year. We decided to share our cars at this round. Dad and I shared my freshly painted race car. Jenna and Sean shared Jenna's new track car that they had spent the summer building.

We quickly got through scrutineering, check in and driver's briefing and before long we were getting ready to get out on track. Unfortunately there wasn't enough time for dad and I to both do practice in the morning, so he did the practice session first up. Because it was my first time there, I was a little worried I didn't get the chance to do practice, so I asked to take someone with me in my first timed session.

Unfortunately, we missed the call out to the first session and I went out on track without an instructor,

having no idea where I was going! It was certainly a learning curve. All I knew after that first session was that I knew I was going to love this track.

As each session went, we got around 4 laps. I was quite happy that I was consistently dropping my times. We ended up getting around 5 sessions for the whole day. I went from 2:12 to 2:00 which I was quite happy with, although Dad and Sean were still quite a few seconds faster than me.

I was very proud of Jenna, who was competing in her first ever sprint event and the first sprint event in her own car. In the end, her times were not too far off mine! It is so nice to have another female out there for a bit of friendly competition!

The day felt like it was over before it even started. It was so exciting to drive a new track. I am definitely keen to go back again and have another go at getting some better times.

The Sunday night awards dinner was perfect to end such a good day with. The food was beautiful and I managed to walk away from the event with the Interstate Driver Award, which I was both shocked and proud to receive. This is my second Nationals event and the second time I have received an award.

I am definitely excited for the Nationals in Brisbane next year, it looks to be a fantastic event!

As always, a big thank you goes out to the Bell Motorsport team. Especially those who were unable to come but helped prepare our cars. I absolutely cherish that we are able to do so many things together.

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Power play: The new BMW X5 M and new BMW X6 M

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Innovative technology and a powerful presence.

The new BMW X5 M and new BMW X6 M (fuel consumption combined for both models: 11.1 l/100 km (25.5 mpg imp); CO₂ emissions combined for both models: 258 g/km)* see BMW M GmbH setting the pace once again in the high-performance Sports Activity Vehicle (SAV) and Sports Activity Coupe (SAC) segment. When the previous generation of the two cars arrived in 2009, it was the first time the high-performance character distilled by BMW M GmbH had been transplanted into an all-wheel-drive BMW X model. The result was class-leading dynamics. The new BMW X5 M and BMW X6 M pull no punches in writing the next chapter in this success story with another significant step forward in dynamic excellence, emotionally rich M design and outstanding efficiency.

The new BMW X5 M and new BMW X6 M combine

the characteristic features of the successful BMW X family – exclusivity, robustness, agility and everyday usability – with the commitment to high performance that defines an M car. The latter is resoundingly highlighted by the cars' impressive performance figures. Both models complete the sprint from 0 to 100 km/h (62 mph) in 4.2 seconds in conjunction with the standard eight-speed M Steptronic transmission. Innovative engine technology.

The new M TwinPower Turbo engine for the BMW X5 M and BMW X6 M is the most powerful unit ever developed by BMW for an all-wheel-drive vehicle. Boasting innovative M TwinPower Turbo technology with a pair of TwinScroll turbochargers, cross-bank exhaust manifolds, VALVETRONIC and High Precision Direct Petrol Injection, the 4.4-litre V8 produces maximum output of 423 kW/575 hp between 6,000 and 6,500 rpm. That represents a four per cent increase over the predecessor models. The step up is even clearer when it comes to the power development of the new engine. Peak torque has been boosted by 70 Nm (52 lb-ft), which equates to a rise of 10 per cent. Its 750 Nm (553 lb-ft) can be enjoyed across a broad rev range between 2,200 and 5,000 rpm.

At the same time, fuel consumption of the new BMW X5 M and BMW X6 M in the EU cycle has been cut by 20 per cent – from 13.9 l/100 km (20.3 mpg imp) to 11.1 l/100 km (25.5 mpg imp). CO2 emissions are likewise down by more than 20 per cent, to 258 g/km. The two models accelerate from 0 to 100 km/h (62 mph) in 4.2 seconds through the standard eight-speed M Steptronic transmission with Drivelogic. Top speed is limited to 250 km/h (155 mph).

Powerful looks and exclusive equipment.

With their striking use of forms, the new BMW X5 M and new BMW X6 M clearly flag up their sporting ambitions. With their exteriors painted fully in body colour, both models cut a low-slung figure on the road, while mixed tyres showcase their sporty track width and lend extra credence to their premium perception. Numerous exclusive design elements, moreover, elevate the M models even further than before from the standard BMW X5 and BMW X6. Large air intakes at the front end, the kidney grille with twin slats, side gills with a model badge and Air Breathers, M-specific exterior mirrors in twin-stalk style, a typically M four-

tailpipe exhaust system and a rear spoiler (for the BMW X6 M) give them a standalone look M fans will immediately recognise. Setting the seal on this exclusive range of features are M-specific 20-inch light-alloy wheels with mixed tyres or forged 21-inch M light-alloy wheels (optional).

The high-quality interior impresses with its well-thought-through combination of sporty features, exclusive materials and flawless workmanship. Leather trim as standard, the M instrument cluster, M leather steering wheel with aluminium gearshift paddles and M gearshift lever – which works in the same way as the familiar M Double Clutch Transmission – are complemented by electrically operated M sports seats for the driver and front passenger, an M driver's footrest and the optional Head-Up Display which, in addition to the standard system, also includes an M-specific display with gear indicator, rev band and shift lights.

New BMW X5 M and BMW X6 M customers also have the choice between various options exclusive to the M models, such as 21-inch M light-alloy wheels, Merino full-leather trim and M multifunction seats. And there's also a choice of two new and exclusive M paint finishes.



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Snowy Mountains Road Trip

NOVEMBER - 2014

Written by: Peter Williams

The Friday evening drive up to Albury completed the 2000km running-in of my Midnight Blue 2-series. So now I had 4 days of the Cup Day “long weekend” to explore what the car could do.

There’s a road that snakes along the shore of Lake Hume and the Murray River for 120 km – scenic, with mostly sweeping bends plus some tight sections. But the road needs some care - curves aren’t constant radius, and every so often a blind corner tightens up or a crest hides a set of sharp bends. And on Saturday morning, as I set off across the impressive bridge over the Hume Weir, heavy rain set in. So although the drive was still fun, it was a day for discretion. Finding what the car can do would have to wait.

I stopped first in Walwa to refuel (yes, I forgot to do that in Albury). It’s a tiny village in a pretty valley setting, with a pub, a large general store that was extremely “general” – supermarket, café and fuel-seller (amazingly with 98 octane) - and a scattering of other buildings. A cavalcade of bicyclists – given the location, plainly on a very long ride! - were enjoying morning tea and relief from the rain.

Heading East, Corryong made a good lunch stop, then I cruised north along the western edge of the Snowy Mountains and turned up the Elliott Way. This road has received many – and well-deserved – enthusiastic write-ups but was new to me. For much of its length it’s open, if narrow, as it climbs the mountains. Then it reaches the Tumut River gorge, into which it descends then rises again in 40 km of tight, steep switchbacks. In the bottom of the gorge is a camping area beside a pondage of the Snowy Mountains Scheme. Beside the road is the tunnel entrance to the underground Tumut 2 Power Station (worth a visit, but not on my schedule this trip).



Twisty roads like this vindicated (to me, anyway!) my decision to forego the manual gearbox option and choose the 8-speed sports-auto, which I use as a paddle-shift manual with left-foot braking. Gear selection is as near to instant as you could want, it’s quicker to switch from power to brakes, and with both hands on the wheel all the time it feels more controlled coming into corners. The gearbox locks up to give a mechanical connection in the top 7 gears – the torque converter is used just during the gear changes – so there is still the same throttle control as a manual, which was the critical point for me.

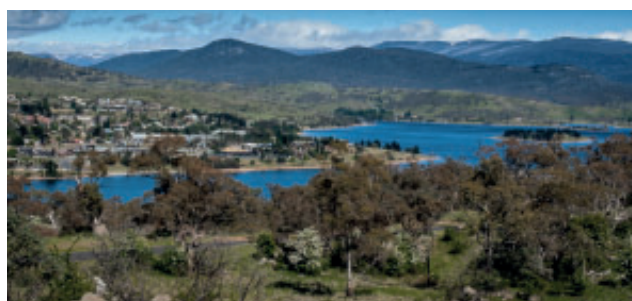
At the top of the ridge, near Australia’s highest town, Cabramurra, fog or cloud joined the rain as I drove through the snow gums and alpine meadows. I caught and passed the first of many motorbikes crawling along the wet roads with very sodden-looking riders. Fortunately the fog cleared for my run along the Snowy Mountains Highway. I had forgotten how much fun this road is. It’s not wide, but has a good surface, and is brilliantly twisty east from Kiandra for 30 km. After that it straightens out into the Big Scenery of the high plains towards Cooma.

I stopped briefly in Adaminaby; I’ve driven past many times



but never troubled to stop. The original town was flooded by a Snowy Mountains Scheme dam. A new town was built, but a number of the old houses were relocated and a large stone church was reassembled on the hill behind. The town has a weird feel to it – clearly a new, planned and model town when it was built, but that was 55 years ago and it hasn’t prospered. A few shops, all uniform in the then-new 1959 style, make a go of it with some passing tourist trade and anglers. Others lie empty, and the township has a run-down feel with neat, aging houses interspersed by empty lots.

I cut across country to Jindabyne for the night. The Sport



mode of the adaptive suspension, which feels harsh around the city, works very well on these fast, uneven rural roads. I had wondered if the more absorbent Comfort mode would be better suited to such roads, but the Sport setting was compliant enough and delivered much better control.

In the final 30km to Jindabyne there were 3 speed cameras and 2 Highway Patrol cars, which I thought was a bit drastic. It turns out there was a motorbike charity ride through the Snowies that weekend, and there were motorbikes everywhere. As a BMW newbie, I was impressed to get a friendly wave from a few of the BMW bikes – not something I expected at all.

I had plenty of time to walk along the lakeshore before dinner, and the scenery is spectacular. The lake is man-made, damming the Snowy River to divert its waters inland, via the hydro generators, to the irrigation areas along the inland rivers. Like Adaminaby, the old town of Jindabyne lies beneath the waters, but in contrast Jindabyne was built all-new and is a booming and growing town as the main entry point to the NSW ski fields.

Sunday found me retracing the previous day's route as far as Cabramurra, this time on dry roads. The 220i proved to be a joy through the delightful twisty section of the Snowy Mountains Highway in all the ways you would hope for in a BMW – beautiful balance, sophisticated control, highly adjustable handling and strong grip. On the down side, the electric steering could do with more weight and a lot more feel. Many would prefer the more powerful versions of the 2-series, but the 135KW engine is sweet and revs beautifully so you can maintain speed and balance well.

From Cabramurra, my route went over the high ridges to Khancoban, then along the Alpine Way to Thredbo. Previously these were two of the best driving roads in the country, but now, because they are in a National Park, they have been given low speed limits - for which I can think of no good reason and several bad reasons. Parts were still good for 8/10ths fun, while elsewhere it was an opportunity to enjoy the spectacular scenery. The plunge down to Tumut Reservoir is notable; the first view of the lake appears almost vertically below, hundreds of metres down. The road winds tightly and steeply down with huge drops and few guardrails – I actually didn't mind the 60 zone there too much! The ridgetops give way to a long, winding descent to Khancoban on the Murray River. From there the Alpine Way follows the river valley past the (still snow-capped) Kosciuszko range, then winds tightly up again to the Thredbo ski fields.

The steep hairpins climbing up to Thredbo had the traction control intruding, so it was an opportunity to try out switching the stability control off and use the electronic limited slip diff function - which proved very effective. The ascent also showed up an annoying 1500rpm gap between 2nd and 3rd gears at high revs, and while the wide torque band covers it for simple acceleration, the gap makes for an inconsistent level of throttle control through the bends. The higher gears are spaced only about 700rpm apart at high revs, which is ideal.

Thredbo has expanded dramatically over the years, weirdly entirely with grey buildings. From there it's a pleasant, sweeping road back down into Jindabyne. Around sunset I rugged up against the cold wind (in November) and

took a longer walk along the lake shore at Jindabyne, with some unexpectedly good photo opportunities in the early evening light.

Leaving Jindabyne the next morning, I paused on the other side of the lake for photographs of Jindabyne township and the lakeshore, with the snowcapped Kosciuszko range in the background. From there I retraced the previous day's route towards Cabramurra, which gave me another opportunity for a sprint along the twists to Kiandra.

Just before turning down the Elliot Way, I came across a herd of brumbies near the road in the open grasslands of an inverted-snowline valley. I stayed in my car and they remained comfortable enough that I was able to get some quick photos before they moved on.



To avoid exactly retracing my steps from the first day, I deviated through Tumbarumba – a small but pretty town in the foothills of the Snowies, with a distant view of Mt Kosciuszko in a tiny road-side park. I enjoyed the road along the Murray River again – in the dry this time. As a variation, I followed the main road over Mt Granya - a short but good, twisty hillclimb – and from there travelled along the shore of Lake Hume where people were enjoying daylight savings with after-work fishing and jet skis. A pleasant drive, but I rate the less-used road along the northern lake shore more highly.



Then after an overnight stop at Albury, it was basically back to Melbourne for the final day. With time to spare, I dropped into a couple of the historic Hume Highway towns which are now bypassed by the freeway. Of these, Chiltern was the most noteworthy: a narrow main street with historic, single-storey stores clustered tightly on both sides, a small but pleasant lake, and a few more imposing official buildings down a side-street.

From there I took the road through Whitfield to Mansfield – on the way passing a heap of 4WDs and motorbikes who were returning from camping and road trips respectively. The final cruise back into Melbourne completed one of those memorable road trips a really good car deserves.

Refreshingly dynamic. The new BMW 2 Series Convertible

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Featuring the first ever drop-top member of the M Performance vehicles line-up, the new BMW 2 Series Convertible is available in three petrol variants, neatly mirroring the Coupe range, with the entry-level 220i Convertible priced from \$54,900.

The 180 kW, two-litre, 228i Convertible is available from \$68,900, while the flagship M235i Convertible, boasting a three litre, straight-six power plant, is on-sale from \$85,800.

Spurred by the most powerful petrol engine available for a BMW M Performance automobile, the BMW M235i Convertible has a mandate to elevate open-top driving to new heights, accelerating from 0-100 km/h in just 5.0 seconds in conjunction with the eight-speed Steptronic sport transmission.

Aerodynamically optimised body features and custom chassis components are matched with typical M precision to the engine performance characteristics, ensuring a perfect blend of outstanding agility and precisely controllable handling at all times in the BMW M235i Convertible.

BMW Group Australia Chief Executive Officer Marc

Werner hailed the new BMW 2 Series Convertible's arrival, lauding its design, performance and superior road presence.

"The new BMW 2 Series Convertible builds on an enduring concept, and takes it into the modern day. It is an incredibly exciting addition to our vehicle line-up, and showcases advancements in technology, engineering, performance and styling," Werner said. "The model offers outstanding driving dynamics for its segment, while its unique design, increased dimensions, superior value and presence clearly set it apart from its predecessor.

"It is a new classic, and with its versatility, undoubtedly represents a compelling lifestyle proposition."

Distinguished by elegant lines, enhanced performance, sharper handling and boosted efficiency, the new BMW 2 Series Convertible represents a manifest leap forward over its eminently successful predecessor, which moved more than 130,000 units worldwide.

Establishing itself as the undisputed leader in its segment, the BMW 1 Series Convertible was particularly popular in Australia, which accounted for nearly four per cent of global sales, sitting as its fourth largest market behind the United States of America, Germany, and, United Kingdom.

The 2 Series designation has long heralded the presence of a vehicle with precise sporting ambitions, symbolising the promise of a driving experience defined by sharp handling, responsive acceleration, and an intuitive transmission.

And it is this heritage which the new BMW 2 Series Convertible, much like its hard-top alternative, seeks to honour, generating performance characteristic of vehicles bearing the iconic blue and white roundel.

Powered by state-of-the-art engines featuring BMW TwinPower Turbo technology, producing output increases of up to 20 kW across the range, the new BMW 2 Series Convertible also reaches a new plane in efficiency, with a host of BMW EfficientDynamics





innovations incorporated as standard.

Drive is channelled through a standard-fitted eight-speed Steptronic transmission, introducing motorists to an accessible, yet broad peak torque band at 1250 rpm in the 220i Convertible and 228i Convertible, and 1300 rpm for the M235i Convertible.

Sharing design language with its lauded hard-top alternative, the new BMW 2 Series Convertible benefits from development conducted independent of its Coupe sibling, with enhanced structural rigidity contributing to precise, incisive handling.

The 20 per cent increase in torsional rigidity, and 10 per cent boost in bending strength, conspires with 50:50 axle-load distribution and increased dimensions to improve balance, while a lower centre of gravity leads to further advances in agility and stability.

Among the leading structural advances in the new BMW 2 Series Convertible can be found in its electronically operated roof, its five layers reducing cabin noise by up to 50 per cent compared to its forerunner.

The latest edition to BMW's compact range further individuates itself as an everyday driving proposition in its ability to open or close its roof in 20 seconds and at speeds up to 50 km/h, improvements of two seconds, and 10 km/h respectively over the BMW 1 Series equivalent.

Its functionality is further emphasised by the increased capacity of its luggage compartment, featuring 335 litres of storage, nearly 12 per cent greater than the 1 Series, when the roof is closed, and 280 litres when open, a seven per cent boost.

The superior value of the new BMW 2 Series Convertible is highlighted by its substantial standard specification, which includes Dynamic Stability

Control, Driving Experience Control, Auto Start/Stop function and ECO Pro mode, alloy wheels, Rear View Camera and Park Distance Control, Cruise Control with braking function and ConnectedDrive with TeleServices for each model.

The 228i Convertible and M235i Convertible each further benefit from Bi-Xenon headlights, Variable Sport Steering, leather upholstery, BMW Individual Shadow Line (both models) or Chrome Line Exterior (228i only) and heated seats.

All maintenance requirements for the new BMW 2 Series Convertible will be controlled by BMW's Condition Based Service (CBS) program, which identifies the condition of a vehicle based on actual use, ensuring each BMW is always in first rate running order, and at the same time, minimising costs.

Under the CBS system, sensors and advanced algorithms monitor and calculate the conditions in which the vehicle is used including mileage, time elapsed since the last service, fuel consumption and how the vehicle is driven. The information captured is used to determine the vehicle's maintenance requirements, identifying that either an annual vehicle inspection or an oil service is due.

In addition, BMW service and selected maintenance costs can now be covered by a single, one-off advance payment with BMW Service Inclusive (BSI). BSI offers two packages: BMW Service Inclusive Basic provides scheduled servicing cover, while BMW Service Inclusive Plus combines scheduled servicing and selected maintenance items.

Based on individual lifestyle needs, a year range and kilometre option is selected, starting from three years/60,000kms. The BSI plan provides a long-term solution enabling cover to be extended and transferred to future vehicle owners before expiry.

BMW E30 Drivers Cup

ROUND 1 - WINTON MOTOR RACEWAY, MARCH 7 - 8

Written by: Brian Bourke

Round 1 of the BMW E30 drivers cup kicked off at Winton with qualifying on Saturday morning.

The track conditions were superb with a fresh sunny morning and track temperatures low. This was ideal for the 12 competitors to set some very fast times. Series returnee Matt Martin was sure to put pressure on the 2014 Series Champion Sean Bell and regular fast drivers Brian Bourke and Geoff Bowles.

With a short 15 minutes session it saw most drivers making the most of the conditions and posting fast laps early seeing Brian Bourke take pole position from Matt Martin and Sean Bell in third. With long time campaigner Geoff Bowles and Glen Kennedy rounding out the top 5.

Race 1 was a quick 7 lap affair with series new comer Huw Montgomery starting out of an impressive 10th on debut but it was Matt Martin who got the jump over Brian Bourke as the red lights went out and never looked back.

Further down the order seen Glen Kennedy, Chris Bell and ACT driver Glen Potter having a great battle over 7th place.

The drivers were soon in the groove and positions stayed the same with Matt Martin taking the win from Brian Bourke and Sean Bell.

Race 2 was on Saturday afternoon with starting positions as they finished in race one. The front 4 cars all got an even start with Brian Bourke trying to pull off a move on race 1 winner Matt Martin. Unfortunately it didn't stick and this gave Sean Bell the opportunity to put some pressure on Brian, even setting the fastest lap of the race with a 1:39.57 both Glenn Kennedy

and Glen Potter were still battling away for 7th place but Stan Armstrong and Geoff Bowles were having a great race for 4th. The race soon settled down with Matt Martin winning, Brian second and Sean Bell 4 tenths behind in 3rd.

A notable mention goes to Jim West for completing the race with a broken accelerator pedal, it wouldn't have been easy Jim, top drive.

Race 3 on Sunday morning was more eventful with David Lumb making his return noticed after Glen Potter closed the door a little early on the exit of turn two on the first lap causing Glen to make light contact with the end of the tyre wall and the concrete, Glen would go on to finish the race and only suffer cosmetic damage. Quiet achiever Gary Pearce in his new look ride was having a good weekend until it was cut short due to an engine misfire. This would unfortunately end his weekend prematurely. One again Matt Martin took the win with Sean Bell finally getting the job done on Brian Bourke to finish second and Brian in third.

The last race of the weekend was a 10 lap final once again Matt Martin had a great start leading Sean into turn one. The field soon sorted themselves out for the longer race when Graeme Bell the race 3 & 4 fill in for an unwell Chris Bell, made a great move down the inside of Glen Kennedy into turn 3.

Huw Montgomery what coming to grips with his new car unfortunately having a spin on the exit of turn 3 and stalling the car, unable to restart he was helped by officials where he was push started and was lucky to finish the race. Matt Martin made it a clean sweep for the weekend with Sean taking home another second place and Brian in third which tied the pair on points for the round.



BMW E30 (& Invited) Drivers Cup

Competitor (E30's)	Car #	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Rnd 7	Rnd 8	Dropped points	Total	Pos.
Sean Bell	1	22	25								47	1
Brian Bourke	27	22	22								44	2
Glen Kenneday	41	15	20								35	3
Geoff Bowles	24	18	16								34	4
Stan Armstrong	12	16	18								34	4
Matt Martin	43	25	-								25	6
Jim West	68	12	13								25	6
Andrew Adams	48	-	15								15	8
Glen Potter	66	14	-								14	9
Dan Birt	3	-	14								14	9
Huw Montgomery	45	13	-								13	11
Gary Pearce	50	11	-								11	12
David Lumb	36	10	-								10	13
Graeme Bell	31	9	-								9	14
Chris Bell	29	8	-								8	15



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