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BMW Motorsport Entrants

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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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MESSAGE FROM ED

Can you believe that it's June already!! 2010 has so far been a fantastic year for BMWCCV, we have had some brilliant events to kick off the year and as you will read the Motorsport championship is well under way! Our highlight event so far was the Valentines Weekend, where many couples enjoyed the beautiful surroundings of Rusty Springs.

We are also looking forward to celebrating the 30th Birthday of the Car Club this year, making it a very special Founders Day in 2010. Both Stewart and Evelyn Garmey are organising a night that will be remembered forever. Stay tuned for the next magazine which will have a full event wrap up of the evenings festivities!

The 2010 Tassie Tour planning is also in full swing. Tony Wheelan has again put together a trip not to be missed. Many of our members have been on various trips over the years and the stories and memories from years before are still relived to this day. If you are interested then please email Tony for more details.

Nationals 2011 is coming together nicely. We have a great article outlining the suggested itinerary for the Gold Coast event so make sure you don't just glance over it. Victoria is lucky enough to have the privilege of running this event in 2013. Although it seems years away, this date will come up very quickly. So if you have any ideas or are interested in being on the committee then please make yourself known to us and we will make sure you are included in any of the event discussions.

Marc our Treasurer is also looking for a new assistant for the current role. He has had many years experience in accounting and book keeping roles and would like to give someone in the club the opportunity to learn accounting basics and help him with the day to day transactions and banking. You will find more information on page 17.

Sub3Zero is still moving ahead, we have many more days coming up including another Photoshoot run and the return of the Go Kart series. Although this is the younger faction of the car club, all members are welcome to come along and join in the fun! There is a great group of people backing this section of the club, so if you haven't been to a s3z event make sure you try and get down to at least one in the second half of this year.

In the past 12 months the Committee has also been working on some changes to the Constitution, these have finally been isolated so that members can vote on changes that are required to align the club with legal requirements as well as others that might need more consideration. All proposed changes are available on the forums website and can be emailed to you if required. Please just email us at committee@bmwccv.com.au and we will forward the changes straight to you.

Jen Patan
Editor



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PRESIDENTS REPORT

We often hear it said "People don't like change". Why is it so? Do we adjust to our circumstances and avoid issues because it is easier? Why face challenge and the wrath of others when implementing change and development that affects our existence? One argument is "If it ain't broke don't fix it" and the other argument is why do you consider buying the latest model when your earlier model BMW is going just fine? Architects and artists strive to create change. BMW is always at the cutting edge of change.

Some of us proactively affect change. Change and development is exciting to me. If you can visualise the big picture and what it could be it is fascinating and exciting. Our Car Club has changed and I hope you are all recognising and enjoying what has evolved so far. The foundation is still being laid, work is still in progress, and there is still much more to do. If helping build the foundation for our Club's future is exciting to you, please discuss with me how to get involved.

Car Clubs generally seem to be conceived from a broader common interest and then 'morph their major focus into either social or motorsport. Car Club committees and leaders predominantly lean to their natural focus on either social or motorsport and the activities follow the focus. The original people magnet, Marque enthusiasm, becomes secondary once a new member chooses to sample what's on offer, just like choosing from a menu, within each car club scene. BMWCCV is somewhat unique, has a much wider choice than most car clubs I know of and our membership is a much broader church. Whichever opportunity attracts your focus within the club range of activities, club camaraderie and finding your comfort zone leads to greater participation. At the extreme either ends of our spectrum are the Formal Social Events with no driving and our Motorsport Competition.

The social events range from the annual formal Founder's Day Dinner (this year will be something extra special) to the car related "Cruise Control" Sunday Drives, "Roving" and "Regular" monthly meetings, "Special Events" weekends away and family events and "COE" which is designed to be a very social opportunity to enjoy a Show and Shine experience. Our Forums are the newest way of being social and also a place to share info and news. It cannot be forgotten here that the younger members have S3Z social and mentoring opportunities with their own events, Dyno Day and Go Kart Challenge offering our young members involvement and a pathway for the future.

Rovings have become established as 5 high calibre Rovings per year alternating from February to November, plus the low key casual start to the year, January "Claytons" get together and the grand finale, the December breakup. This end of year's break up promises to be another not to be missed event, the equal to last years "Frank Gardner Tribute".

In the process of contingency planning for the hard financial times predicted for the GFC, we have made our events far more viable and cut potential losses. Events requiring major financial commitment are booked out ahead. We are now able to achieve levels of sponsorship for events we have not seen before and we are just beginning to tap into that resource. Simply put, more incoming less outgoing.

After 19 months of planning and finding the pieces to fit the big picture jigsaw we now have more people doing a little bit over five levels of involvement. This is a much better way than the two levels of overburdened elected members trying to do most of everything and creates a real opportunity for the much needed succession planning.

Merchandise selection and sourcing has been an extremely time consuming process. I am very grateful to the many hours spent by some suppliers and fashion advisors who gave their time very generously to advise and assist me there. One person in particular, Mary Philippou of Corporate Innovations deserves very special thanks. It is unfortunate that everyone who tried to help beyond the call of normal service cannot be the supplier for our final range.



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PRESIDENTS REPORT

Continued

I have managed to achieve bulk order prices without the club needing to buy in bulk and consequently hold many thousands of dollars of stock. The end result is we now have a new range of super quality, value for money, head turning apparel allowing mix and match choices, gear to look sharp in and be of much wider usefulness than just for club purposes.

The establishment of a comprehensive Dealer Liaison network is almost completed.

Constitution changes are required for the future and to bring it up to date at the upcoming EGM. All the hard work of the committee and in particular, one tireless strong man VP Ollie, our Event Leaders and volunteers at the events, I sincerely thank. It is only the time constraints of work and family that hold us back but I feel we are getting closer to a strong base for the future.

Past events standouts for me are Valentine's Weekend Away which was a blast from beginning to end, and we will be running this again 2011. Rylie's Run "Back Through Time" was also something we absolutely must run again. Future events to look forward to are Cup Weekend away and next years Nationals.

So, I'm hoping to find enough time to develop much deeper foundations for the future by the end of this committee term. Please participate and enjoy your club.

NED. aka David Cheong

Team BMW Motorsport Wins the 24-hour Race at the Nürburgring

Team BMW Motorsport has made a triumphant return and won the 2010 24-hour race at the Nürburgring-Nordschleife. Five years since the manufacturer's last victory, the no. 25 BMW M3 GT2 claimed BMW's 19th victory at this endurance classic on Sunday. The winning car, with Jörg Müller (DE), Augusto Farfus (BR), Uwe Alzen (DE) and Pedro Lamy (PT) at the wheel, crossed the finish line first after 154 laps of the 25.378-kilometre circuit. The quartet of drivers produced a flawless performance and fought their way onto the top step of the podium despite gearbox problems in the last three hours.

An impressive fight back saw the second BMW M3 GT2, car number 26, driven by Dirk Werner (DE), Dirk Müller (DE), Andy Priaulx (GB) and Dirk Adorf (DE) race through the field to finish in seventh in front of 220,000 spectators. A crash, while swerving to avoid a collision, resulted in the four drivers losing an hour in the pits early on in the race and dropping back to 182nd. In cool, but dry conditions, car number 26 worked its way back up the field lap by lap. The drivers' fighting spirit was ultimately rewarded.

The two private BMW Z4 GT3 cars with numbers 76 and 69, run by Schubert Motorsport and Dörr Motorsport respectively, rounded off an excellent overall result for BMW by finishing in fourth and ninth. In addition to the win, BMW teams secured ten class wins at the Nordschleife. These results have further strengthened BMW's position as the most successful manufacturer in the history of the race. Of the 198 cars lining up for this year's event, 63 were BMWs.

BMW Motorsport Director Mario Theissen said: "That was a fantastic return for us at the 24-hour race here on the Nürburgring-Nordschleife. This win reminds me of the triumph in Le Mans in 1999.

I have never known excitement like I experienced today. After some of our direct rivals fell by the wayside, our victory was also hanging by a thread. At about 12.00 the winning car developed a gearbox problem, resulting in the loss of one gear.

Shortly after 13.00 other gears gradually gave up. It was a masterful performance how Jörg Müller and Uwe Alzen brought the car home in first place in this crucial phase. The tension was enormous for all of us, so the relief was all the greater when the car crossed the finish line. I must say a big thank you to every single member of the team. Everyone worked perfectly together. Thanks also to our loyal fans, who have taken us to their hearts after a five-year break and given us such great support."

For the Schnitzer Motorsport team this is the fifth win in the "Green Hell" after previous victories in 1989, 1990, 2004 and 2005. Team Manager Charly Lamm said: "Days like this are the ultimate reason why I love my profession so much. The commitment shown by the entire team today is really unique. We had to overcome some tricky situations, but always believed in ourselves. The preparation time was tough, as we had to get the best possible package on its feet within a relatively short timeframe. We obviously succeeded. It goes without saying that I feel sorry for the rivals who did not finish the race. However, reliability is crucial in a race like this, and in that regard we were number one today."

BMW Press Club



FEB 2010 ROVING AT EVOLVE TECHNIK

After 32+ years of competition motorsport at the very pointy end, track professional Peter Fitzgerald now 60 years old is still looking for another challenge. "Sure it's more relaxed now but there has to be a challenge". We had an insight into what Peter is on about and where the new direction is for our BMWCCV February Roving at Evolve Technik (said as technique).

This was great night, another spit roast, drinks laid on, huge raffle and first prize of a driver training day with Fitzy, value more than \$400, won by no other than our Driver Training Captain Belly, and some awesome sights and sounds with dyno runs of the Evolve Technik E 92 M3 Supercharged V8.

We were treated into the insight of the power gains of supercharging and what Evolve Technik, founded in 2008, is all about. Peter's quest to find the right performance tuning partner & equipment took over 12 months. His aim was to find the best manufacturers and couple professional expertise and excellent product backup to the performance. It is all too often you pay for the performance and you then find yourself on your own. Evolve Technik claim they have the right equipment with the professionalism and backup guarantees to satisfy a niche market.

Shortly after Evolve Technik's inception, as is often the way, two partners having different views decided a parting of the ways was the logical solution. This left an opening creating a pathway for Peter's son Christian to join the business. Christian is studying industrial design at university. Peter admits his surprise at how Christian's problem solving skills with computers has been a great benefit. Today's ECU's are designed to frustrate aftermarket tuners but appear to be no hurdle to young Christian.

I had the pleasure of chatting with Peter about... what else? Cars, driver training, and his racing.

Ned: Peter, you hold driver training days and told me they are not intended to be profitable. Why is this so?

Fitzy: Part of what I do is always to give something back. I learnt from Frank Gardiner and Bob Jane at their Calder Park driving school. It is important to keep that entry level club driving training going. Most of the participants, say 80% are already participating in club level Motorsport. Even if the participants don't go all the way and use what they learn racing, the increased skills could still save their lives.

Ned: Your business seems focused on German machinery. How do you compare the various marques best sports machinery?

Fitzy: Comparing the sports models...in my opinion, Porsche is an outright competition vehicle concept, no doubt. The pick of the bunch of BMWs is definitely the M3, a great driver's car more suited as the exciting daily driver. Audi is the best comfort wise with quality interiors and the Mercedes C63 in particular is probably best described as a family car with attitude. They all have their edge in different ways. Audi's comfort edge is very slight but for all round day to day use the M3 is the pick of the litter as the real driver's car, Porsche aside that is.

Ned: Is there a BMW that particularly impresses you?

Fitzy:.. Other than the M3 I Definitely think the 135i coupe is the best bang for buck coupe on the market. This is the ultimate club level car. We are looking at this car very closely because it is light and easy to get more power out of. It is on our list of E.T. projects.

Ned: Please be sure to let us know about the project when it happens.

Fitzy: Sure, happy to do that.

Ned: Is there any race or event that stands out in your mind as a great experience?

Fitzy: (long pause).... There were so many. I guess the 2008 24 hour at the Nurburgring (Porsche 996) is right up there. It was a fantastic experience and an awesome circuit.

Ned: (I bet it was!) What was the best race car you have driven?

Fitzy: (another longer pause) .Can't really answer that one easily. All cars are different but I can't deny that my name is mainly associated with Porsche.

Ned: Is there a car you have competed in that felt like a glove or you were more comfortable competing in?

Fitzy: If you want to be quick nothing is really comfortable as you are always pushing things to the limit, particularly in sprint races. When you are going quickly it can be uncomfortable in some cars and you can end the drive totally wrung out. If you don't get out of a car hot & sweaty you probably haven't tried hard enough or it's been too easy a race.

Ned: Sure, but there must be a car you are fond of?

Fitzy: As far as BMs are concerned the E30 M3 was a great race car. I drove it with the late Denny Hulme at Bathurst 1991 we won our class and were 4th outright. And Alan Jones & I ran 2nd at the Sandown 500 that year as well.

Big smile on my face, What better way to end?

NED.

A GREAT EVENING - BY GEORGE!

On a chilly evening in mid-January some 45-50 members of the BMWCCV gathered at the magnificent property of George and Pat Hetrel, at The Basin in the Dandenongs. This was truly a sight to behold, with several hectares of finely manicured lawns and gardens, and even contained a miniature railway.

Following a BYO barbeque, members were addressed by a representative of Exhibitions & Trade Fairs Pty. Ltd. about the forthcoming Motorclassica international concours d' elegance, to be held from October 22-24 at the Royal Exhibition Building. A number of cars from overseas will be entered and it is hoped that the event will rival similar concours competitions held at Pebble Beach, California, and Goodwood in the UK. The concours will be held in conjunction with the Classic Motor Show, showcasing collectibles, memorabilia, art and photography, and occupying 100 stands on the gallery level at the building. Other events include Tour Australis, a five day, five star motoring tour of country Victoria, and Picnic with the Classics, bringing together more than 100 classic cars in the Piazza Italia in Argyle Square. The BMW club has been invited to participate in the latter event. For more information visit www.motorclassica.com.au

After this exciting news, we all repaired to the large barn-like structure where George keeps his cars (plus a few others on loan to the collection).

We started at the very beginning, because George has some classics from the dawn of the automobile age. He lovingly wheeled out his 1896 Benz and recounted how he bid for it by phone at a British auction, and how he subsequently restored this true "horseless carriage" and had driven it in London-to-Brighton Emancipation Rallies. George explained that prior to 1905 if you wanted to drive your car on British roads, you had to be preceded by a man walking with a red flag. When this ridiculous rule was scrapped, the "emancipated" motorists of the time conceived a celebratory London-to-Brighton rally, which has been held every year since, apart from in wartime. The rally is held in November each year in all weathers and, with crews perched up high on their horseless carriages, they would certainly need their winter woolies!

Alongside the Benz were parked a "curved dash" Oldsmobile, a De Dion Bouton and a Peugeot, all pre-1905 and hence eligible for the London-to-Brighton. George once ran three of this quartet in the event, driving the Benz himself and with friends driving the others. The Benz failed to reach Brighton at his first attempt but made it in a later year.

The next car to really take my eye was his 30/98 Vauxhall, a true supercar of the 1920s with a maximum speed of over 160 km/h and a wallet emptying price - just the car for thundering down to Nice for a naughty weekend, scattering French peasants in their oxcarts along the way. Such decadence! Even in the roaring twenties the 30/98 was rare, with only 598 produced, and these beautiful classics are hardly ever seen today.

Top Marque 6



George Hetrel drags the 1896 Benz out of its parking bay



Vauxhall 30/98 - just the car for a naughty weekend



Stan Jones in the Maybach 1 beat strong European opposition at 1954 NZ Grand Prix



Luxurious Mercedes 540k from the 1930s has insurance value of \$2m (with \$25,000 excess!)

A GREAT EVENING - BY GEORGE!

Continued

Being a motor racing tragic naturally I was attracted to the two Maybach Specials on loan to the collection. These Australian-made race cars had German WW2 scout car engines and were raced with huge drama and some success in the 1950s by Stan Jones (father of 1980 world F1 champ Alan). Jones's greatest victory in the Maybach was in the 1954 New Zealand Grand Prix, when he defeated a number of European aces in state-of-the-art grand prix cars, in the Mark 1 (two seat) version of the car. He later constructed a single seat version but this was totally destroyed in a huge accident during the 1954 Australian GP at Southport, from which Jones amazingly escaped with only minor injuries. The original two seat Maybach was on display at the museum, along with a replica of the Southport car. (Incidentally, a third and final version of the Maybach also exists, now with a Corvette engine, and is frequently seen at historic race meetings).

We then moved on to the most spectacular car in the collection, the Mercedes-Benz 540K. Again George purchased this car via a phone bid, this time from an auction in Sydney, as he wished to keep his identity secret. Before long however the word got around that a "Melbourne confectionery manufacturer" had bought it, and George's cover was blown!



George suspects the 540k has a Third Reich past



Another view of the imposing 540k

With its long bonnet, supercharged straight eight engine and graceful sweeping front wings, the 540K screams "1930s Hollywood" and one or two did in fact become cars of the stars. George believes his car had a more sinister history. Its first owner was a Herr Heinkel of WW2 bomber fame. Subsequently the car could well have had a role in the Third Reich, as during its restoration George found traces of grey paint, as used by the Nazi hierarchy on their cars. He also discovered evidence that the car had been fitted with brackets for holding flags. Swastika flags? Given that only about 17 of these very exclusive supercars were made, could it have been the one used by Hermann Goering or even Adolf Hitler? The car's current insured value is \$2 million and the excess on the policy is (gulp!) \$25,000.



Ned appears dazzled by the brilliance of the Type 35 Bugatti

George, who is in his late seventies, has a CAMS license and races a Type 35 Bugatti in historic events. This beautiful grand prix car from the 1920s was his final exhibit and we suspect the one closest to his heart. The Type 35 was enormously successful in its day, combining lightness and excellent handling with a jewel like 2.2 litre straight eight engine producing about 100kw and capable of hurling the car along at over 200 km/h. George has had it up to 175 clicks on the straight at Phillip Island and said this gets your attention as there is no seat belt. He mentioned that the Bugatti once shed a wheel at the island track, "fortunately on a slow corner – the wheel then proceeded to pass a few of my competitors!"

A very impressive man. A great collection. A memorable evening. Thanks very much George and thanks to the BMWCCV committee.

And I even won the raffle . . .!

Richard Batchelor

WHAT'S BEHIND YOUR GARAGE DOOR?

We arrived at Stewart's home on one of the rainiest days Melbourne had ever seen. We were greeted with a warm welcome by Stewart, his wife Evelyn and daughter Glenda, and settled down to a cup of tea and a chat.

It didn't take long to end up in the garage where Stewart kept two gorgeous examples of BMW history. One which I am sure many of you are familiar with is his Henna Red 1987 M5. It is in outstanding condition and has been lovingly detailed to perfection. I had been promised a drive but had to concede that the weather was utterly inappropriate – it was raining so heavily that I could not see in front of me on the way up.

The other occupant of the garage was a Taiga Green 2002tii coupe with personalized plates SG2002. It is also an outstanding example, with its wooden steering wheel and black interior "Mum bought this for me", explained Stewart. "I had always asked for a BMW and when mum died I got a small inheritance, so I thought I would have to buy a BMW." It was his first BMW and Stewart has willed the car to his daughter on the understanding she would never sell it. The M5 goes to his son Christopher.

Stewart also has two other BMW's – a Crimson Red 2008 E90 320d Sport and Evelyn drives a Titan Silver 2002 E48 318i Executive (see images below).



We retired to the study to complete the interview. Stewart has amassed a large collection of model cars which are stored in cabinets along one wall of the room. A large part of the collection attests to his love for McLaren racing vehicles, On the other wall is housed an extensive collection of BMW related literature. After having a good look around we settled in with a glass of wine to get an insight into the man himself.



Stewart developed his love of BMW based on the marque's heritage of racing. Their beautifully designed engines and looks attracted him and he first drove one in 1977. "I had to have one." he enthused. However, it wasn't until a move to Australia from New Zealand in 1989 when he was finally able to get one. Back in the day, BMWs were a lot more expensive, relatively, than they are today, but it was worth the wait. He has had eight so far and continues to be just as enamoured with the marque as when he got his first.

Stewart grew up in New Zealand with English cars such as Vauxhalls and Ford Pilots. "The first Holden I ever saw was an FJ. My dad would never drive anything but an Austin". Stewart developed a very early interest in motorsport, attending race meetings from 1963. He saw the 1964 New Zealand Grand Prix winner. "I haven't missed Philip Island in 20 years and I love historic racing cars", he enthuses. "I know them and I prefer them. My brother also has two Coopers in New Zealand".

Stewart simply says he just likes nice old racing cars. They are the cars that he knows about and in which he has the greatest interest. Stewart believes that Jim Richards and Bob Jane racing was really racing, but modern racing (Formula One and V8 Supercars) leaves him cold. He feels that racing shouldn't be won in the pits. "The team that changes the wheels fastest shouldn't be the ones to win."

Stewart joined the BMWCCV in 1989 when he bought the 2002. He attended his first meeting at the Anchor and Hope Hotel in Church Street and "I felt embarrassed because the car was not up to the same standard of the other cars and we didn't feel particularly welcome." He went back again two years later when he bought a new car and just kept going. He has had a job to do in the Club ever since. He was voted in as President in 1997 and stayed until 2001. "We had our own club rooms courtesy of Fox at Docklands. It was set up as an office and we ran committee meetings from there, also using it as a central point for runs", he reminisces.

In 2001, Stewart felt he needed a change and retired. He became the Delegate to Clubs Australia and is now on the Executive. One of his fond memories of the club was from 2002. "On 20/02/2002 we had 27 2002s lined up outside the club offices in the street and took photos. At exactly 20:02 we popped champagne."

WHAT IS BEHIND YOUR GARAGE DOOR?

Continued

Stewart says his dream car, if he could have any BMW, would be a Z8. He has driven them in America and says they are “blindingly quick and such a gorgeous car.” As to a dream car of another marque? “If I could have an off-road car I would have a McLaren M4A (formula 2 car)”.

Early on, Stewart thought he might like to be involved in racing. Having raced an E30 and E36, he realised there was a difference between ambition and ability. He came to a point where he had to choose between buying racing cars or an M5, and decided on the M5.



Stewart has owned a variety of cars other than BMW. Among them were Lotus Cortina, Mini Cooper (which he restored), and a Ford 105e Anglia with a Larry Perkins engine. The Fiat 125S was one of the best cars he ever had. “When I bought it”, he said, “I had to choose between a 1602 and the Fiat. They were the same colour, and I chose the 125s.” Eventually, the cars had to be sold to make room for his next project.

It's time again for a new project and Stewart knows exactly what he is going to do next. “It's a 1972 3 litre CS E9 coupe which has had one lady owner, now in her 90's. It has only done 83,000 miles. It just needs detailing and doesn't even need painting.” Other than that, he would like to do a proper E30, say a 325is. Stewart enjoys doing it and says there is “no rush. When it gets done, it gets done.” With his knowledge, eye for detail and meticulous attention to every aspect of a vehicle, there is no doubt that his next project, once completed, will be another outstanding example of his love for the marque.

Stewart maintains his favourite driving experience was Philip Island, which he did in an E30 with Schnitzer suspension. Second to that experience was the BMW Circuit at Spartanburg in South Carolina, which he did in 2004. “It's an awesome circuit. To come up the back straight at about 200k in a 760 - Awesome!” Among other memorable drives was Swazkopf in South Africa, and driving through Austria in 2007. “In the Austrian Alps where you are driving through chocolate box villages and mountains it is a beautiful experience. You come around the corner and don't know what you are going to see.” He has been to Vancouver which he says has beautiful, gorgeous country roads.

He is not sure about the Ultimate Driving Experience. “Everybody raves about the Nurburgring but I have always had other things to do and never got around to it”

We really settled into our chat, enjoying Stewart's hospitality and even being privileged to be able to peruse his wine collection (another hobby of his). In fact, we were so comfortable, we had to drag ourselves back out into the storm to give Stewart and Evelyn time to prepare for a dinner party they had planned for that night. I can attest to the fact the Evelyn is a great cook – the smells coming from the kitchen were glorious and we reluctantly said goodbye.

By the end of the day, 30,000 cars in Melbourne had been damaged by hailstones up to 10cm in diameter. We had been oblivious to the catastrophe until we made our way back home. Good thing Stewart kept his M5 safely in the garage!

James Turnbull



BMW 5 SERIES GT PRE-LAUNCH EVENT

On Friday 12th March 2010 my mother and I were treated to a pre-launch event of the new 5 Series Gran Turismo. It all started with canapés and drinks at the Gasworks Arts Precinct in Albert Park prior to being ushered in to a room with multiple video screens where we were shown videos of the development of travel.

Finally the centre screen retracted to reveal the latest niche model to grace the BMW range – the 5 Series Gran Turismo. First thoughts are that it sits quite a bit taller than a normal 5 series sedan, about half way between that and an X5. However the roof sweeps down at the rear to give a coupe like appearance, similar to an X6.

We were able to sit and fiddle with all the buttons and I was interested to try out the rear seats as I thought there would be little head room with such a swooping down roof line. I was pleasantly surprised, as even though the Australian models all have panoramic sunroofs that allow sunlight to the rear passengers, there is a depression in the roof lining material to cater for 1800mm tall passengers like myself. The rear seat leg room is more than ample as this model is based on the “short” wheelbase 7 series and has rear seats that recline like my 760Li.

In fact the interior is very similar to the new 7 Series in appearance and finishes. Of course the 5 Series GT's party trick is the boot or hatch and the versatility of the 40-20-40 split rear seat configuration. Press one button and just the boot lid opens to allow smaller items to be inserted like a normal sedan, which is also sealed from the passenger compartment with a partition wall. Press another button and the whole rear hatch opens to reveal a larger area which can increase the volume carried by almost 4 fold if both rear seats are folded.

We were then taken outside where seven vehicles were lined up for our driving pleasure. I was handed the keys to a 535i and we were able to drive around to the St Kilda Marina. The 535i with it's twin scroll turbocharged 3.0l motor putting out 225kW and 400Nm of torque combined with the new 8 speed gearbox from the 7 Series certainly had ample power to get off the mark quickly and was very easy to drive in the Melbourne traffic. The first thing you notice is the head-up display showing vital information just below your normal line of sight. The second thing that took my eye is the perspective view on the satellite navigation has even got clouds in the sky. The entertainment side is all hard drive based, like in the new 7 Series, even the driver's handbook is on the computer and shows up on the central screen. Of course the rear seats have their own individual screens to keep the youngsters or older passengers entertained on a long journey.

When we got back I was able to swap keys for a 550i which has a twin turbocharged 4.4l V8 used in other models in the BMW range. From the short drive, I noticed a slightly heavier front end with this model, however with that extra weight comes a decent shove in the back with 300kW and 600Nm to play with. It is amazing how BMW have developed their engines over the years when you consider my 2003 760Li develops 327kW and 600Nm from a 6.0l V12. They are now getting similar outputs from just 4.4l. I would like to compare both models on an extended drive to see which is the more relaxed to drive on the longer trips.

Being another niche model in the BMW range, how the public will receive this car is any bodies guess. As BMW Car Magazine pointed out, “It's priced in line with the 5 series range but you shouldn't think of it as a 5 Series – instead, you need to think of it as a 7 Series sized car that offers 7 Series levels of refinement and space with Touring-style levels of practicality for the price of a 5 Series.” With that in mind it would certainly be an inclusion on my next car shopping list.

The day concluded with some more drinks and nibbles and I would like to take this opportunity to thank Rob Gordon and Edward Bunting of BMW Melbourne for allowing me the opportunity to sample the new 5 Series Gran Turismo prior to the general release to the public.

Tony Whelan



EVERSHINE

MICHAEL BECK

Welcome to a new club supporter and sponsor, Michael Beck and Evershine. Michael has been very generous and supportive of the club with the Dyno Day event. Here is a little background on why someone decides to start a new and exciting business venture, a total change of direction, at 45 years of age.

Michael's past working life was spending many hours in the sun as a Turf Manager. What the...?? There is a huge paradigm here. A highly specialised job which involves the laying and maintenance of turf grass for sporting fields to marketing car polish! Michael was top of the field when a little gleam of reflected light caught his interest. So I had a Hanson moment, "Please Explain". It all happened by chance. Michael was struggling to keep grass green through the droughts which seem to be all too often these days. A friend of his wife mentioned there was a new waterless car care product launched in the USA. Blink!!

Michael "Becky" began some candle burning research and got excited after ordering and testing some product from USA. It did work! Over 12 months he then researched various products, looked at options, extensively tested performance of many waterless products discovered with a clever chemist friend. His goal was to develop superior products to outperform the others. He sincerely believes his Aussie made and owned Evershine waterless products have achieved just that.

I would like to add that I have done side by side testing of the Aussie Evershine waterless wash and polish and can vouch for a very obvious superior result to the other products used. Member Taylor Quinn who was pleased to win his "Monthly Meeting Evershine Door Prize" discovered the Evershine glass cleaner is also a superior performing product. Waterless? I have to say it all did not gel with me.

Ned: Do you find skepticism and objections to the concept? Becky: Yes for sure. However just as I went through the questioning process there has noticeably been a much wider acceptance of the products over the last 6 months. I put this down to people needing to find water saving options and much wider public exposure to this type of product.

Ned: How does it work without water? Why does it not scratch? Becky: The fluid emulsifies and encapsulates the dirt particles but the microfibre cloth must also be used with this fluid because this traps the encapsulated grit inside the hollow fibres.

Sincere thanks for your past support of our very successful 2009 S3Z Dyno Day event and your continuing support for 2010 Dyno Day and the Monthly Door Prizes.

NED

RYLIE'S RUN

BACK THROUGH TIME

A great range of BMWs including 2 E30 3 series, 2 E36 3 series, X5, E46 M3 convertible and an E66 7 series with their passengers started out from Knoxfield and travelled up through the Dandenongs to a photo opportunity at a lookout at the back of Mt Dandenong, see photos below.

The convoy then travelled back in time to the historic homestead of Mont De Lancey for morning tea and a tour of the museum, homestead, church, blacksmith and woodturning shops. The display in the museum was certainly one of the better displays I have seen considering it is essentially put together and run by volunteers.

Moving on again we travelled through the back of the Dandenongs through the towns of Monbulk, Belgrave, Emerald, Cockatoo, Gembrook and arrived at the Pine Grove Hotel at Upper Beaconsfield for lunch, where we soaked up the atmosphere with some live music. The roads were great driving roads and with an all American Car Display at Gembrook, we certainly met some nice eye candy on the way, even if it was of the American variety.

My mother and I would like to take this opportunity to congratulate Rylie and his family in organising such a great cruise and hope that he will offer to do another one in the near future. What a pity more members did not get involved in such a great trip.

Tony Whelan





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* Innovations Package not available on 335i Sedan. Wheels shown are star-spoke 189 and are available through BMW Accessories. Pictures for illustration purposes only. LMCT 7674 N26748


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BMWCCV COMMITTEE MESSAGE

BMW Car Club
Victoria



NOTICE OF EXTRAORDINARY GENERAL MEETING

MONDAY 21ST JUNE COMMENCING AT 8PM SHARP
SOPHIA'S PIZZA RESTAURANT, CAMBERWELL



I am pleased to advise that the Committee of the BMW Car Club Victoria Inc. have decided to call an Extraordinary General Meeting to be held at 8pm on Monday 21st June 2010 at Sofia Pizza Restaurant, 857 Burke Rd, Camberwell.

During this Extraordinary General Meeting, discussion and a vote will take place on the enclosed changes to the Constitution. The proposed changes have been shown as follows: additional wording has been underlined and wording to be deleted has had a line put through it.

We propose to vote on the changes to Clauses 2, 3, 4, 5, 7, 8, 9, 10, 14, 17, 18, 20, 21, 25, and new clauses 34, 35, 36 and 38 as one block as they are essentially general housekeeping or relate to necessary changes to bring our Constitution in line with the ASIC Model Rules. Changes to Clauses 6 and 29 will be voted on individually as they may require further discussion.

Only financial members are eligible to vote. If you are unable to attend the EGM, you may choose to nominate a proxy to vote on your behalf or send a postal vote. All proposed changes can be found on the forum website, as well as proxy voting nomination forms. If there are any comments or questions please contact the Committee at committee@bmwccv.com.au.

David Cheong President BMWCCV

ASSISTANT TREASURER ROLE AVAILABLE

Do you have an interest in learning bookkeeping or do you have existing skills you would like to put to use? The club is looking for an assistant treasurer to help with the weekly and monthly administration of the club. Ideally suited for a business student or someone with an interest in that area.

The position includes

- Use of the club laptop while engaged in the position.
- Free training by a CPA in bookkeeping and basic accounting
- A chance to put your skills to use to help a great car club
- An insight to the inner workings of a non-profit club

Contact Marc Marshall

treasurer@bmwccv.com.au or 0412 389 954

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VALENTINES FANTASY TO RUSTY SPRINGS

From the outset this weekend had a visceral dimension which excited the senses. Hard to find words to describe that embryonic anticipation but it was definitely there. This was going to be absolutely fabulous.

We rendezvous'd in Mitcham for nibbles and drinks. Relaxing in the swish atmosphere of Bucatini's Lounge was the perfect icebreaker to get to know who you were going to spend a weekend away with. Steve the head waiter made sure we were well attended in a ghostly sort of way. If you ever decide to indulge at Bucatini's you will see the funny side of that! Thanks Steve.

All too short and comfortable at Bucatini's but we were looking forward to the drive. So we hauled ourselves out of those couches, said goodbyes to host Ivan and headed out the door. Heading North, we were soon out of suburban traffic, into forests struggling to recover from the last fateful February. Somewhat sobering to the initial anticipation but I could not stop enjoying myself. The route I had chosen for the trip did not need crazy speeds to be enjoyable. The speed limits are generous for these roads so we were always being good. John's 'charged E46 M3 was audibly barking under acceleration as we swept around some of those bends. I had already switched work mode off, was enjoying June's company and the purr of my all too rarely driven C2 Alpina.

Such is Life! We were heading to Ned Kelly territory. We had a reservation for dinner at The Avenal Hotel and arrived to find white table cloths, great local wine and quality fantastic, country pub food. You always hope, it's a bit of luck, just the same as when you buy Lamingtons. It could have been ordinary, but when it's good, it can be very, very intensely enjoyable. Not sure if the wine or the food took the honours but both were hard to beat. Conversations were becoming more lively too. So far so damn good!!

Fortunately it was only a short drive thereon to Rusty Springs, our off the edge weekend refuge. Host Bob McGrath gave us the tour and an insight into the quirky lifestyle he and Judy have created on their patch. Bob does like Jags, so it figures this was going to be a little different. June and I had made the trip up late January to survey and were anticipating the looks on the faces of those daring enough to try this escape from the drudge. We were not disappointed when they all began to wonder wide eyed at the uniqueness of the funky trivia and eclectic memorabilia. Unless you knew what to expect you needed jaw support.

Somehow we managed to find some sleep. The next morning was just perfect. Sunny, calm and warm enough to sit out on the sundeck. Some of us headed off to Nagambie for a hearty breakfast beside the lake. Not sure why we did this but who cares. We were enjoying everything about the area's magnetic beauty. A quick look around the shops in Nagambie, then back to Rusty Springs to group up and head off again for our Lunch reservation at Chinaman's Bridge Café.

The morning was perfect and relaxing, lunch was another story. Surely only unreasonable optimism could expect another great food and wine experience. Or was it unreasonable?

Picture this, a warm sunny day, cool breeze, blue sky, beautiful shady deck overlooking a wide river jetty, sunlight glittering through gum trees where pleasure craft and fishing boats came and went, more fabulous local wine and sumptuous food. There was one really bad part to all of this tantalising indulgence. At some point we had to leave. Had I pitched it wrong? We were hoping the Sunday lunch was going to be the piece de resistance, the pinnacle of wining and dining for the weekend.

The afternoon consensus was to try not to sink in the pool back at Rusty Springs before a well earned rest. All the wining and dining takes it out of you. Did we really need to eat and drink our way through another meal just so we could pay another bill? You bet!! This ritual is way too addictive and we were certainly in the right place for overdose. Maybe we should start an "Epicurian Register" in the club? So... what next?? Should we try for something light and easy or look for another unforgettable experience? Obviously there was a simple solution to such a dilemma! The unforgettable, light and easy dining experience.

Avenal might appear typical of a small (blink) out of the way country town with for lease signs on commercial buildings and boarded up windows. You could be forgiven if you did not think about making a reservation at the local converted post office restaurant. The only reason I did so was to ensure that we did not overload the kitchen or create a shortage. Shock! Apologies.....Not sure you can fit us in....unless we can accept being outside on the deck??? O.K. Whew.

Fixed price, all you can eat buffet at the Avenal Kitchen. As if we needed more. I kid you not here. We moved on after the meal to soak up some loud live Rock N Roll back at the Avenal Pub. In all honesty I could not help thinking back to the Tassie trip 2005 where every meal and every venue was superb (Thanks MB). I began to ponder again after our experiences so far. Was the intended finale, lunch on Sunday, going to be a fizzer? This buffet meal was as good as everything else so far. How could all this be? Were we just lucky or was the bar generally just so high around this area that you can't lose? Odds on now Sunday lunch could never be as good.



VALENTINES *Continued*

Sunday morning, Valentine's Day. Who needs an excuse anyway? By now we were really unwound and totally spoilt. There were places we had heard about we just had to visit so the mid morning enthusiasm for another drive somewhat distracted our focus on lunch. Interlude..a classic pamper and spoil at the shops where the girls did what girls do so well without spending a fortune. Each chapter of this story from Bucatini's to Valentine's at Rusty Springs was indeed surreal, a fantasy if you like.

We had already experienced a truly memorable, fantastic weekend in an Epicurian's paradise. All so memorable I have almost forgotten to mention the great companions, quality hospitality from the various establishments and the great driving roads in the area.

Farewells to Bob and Judy it was time to point southward and break the New Years resolutions one more time. It was lunchtime. The progressive build up to Valentine's morning made the pending finale to another feast feel like an effort. To put it as simply as possible, lunch at Plunkett Fowles Winery was beyond my best optimistic expectations and thankfully my fears were totally unfounded. Cost of all the accommodation, wining and dining was staggering at less than \$250.

This whole weekend was so unforgettable I'll be organising a repeat of this event again next year to enable as many BMWCCV members as possible to enjoy. This is the perfect entrée to the Cup Weekend away in Tassie.

NED.



RUSTY SPRINGS

On Friday night we all met at Bucatini's to have nibbles and a drink as an ice breaker to allow some of the wives and partners that hadn't been to a Car Club event in the past to meet and socialise. This set the scene for the weekend festivities. We then drove up to Avenel where we enjoyed a typical country pub meal and finally to Rusty Springs, our Valentine Weekend's accommodation.

Although this type of accommodation may not suit all tastes, it certainly is a sight to be seen and in a word, "quirky". Because there were only 7 of us, unfortunately we couldn't stay in the Brewery Lane complex and enjoy the full murder mystery experience. David, June, John and Ashleigh took the Barn whilst Bill, Sue and I shared Frog Cottage with about 60 frogs.

Frog Cottage is essentially a 3 bedroom cottage whilst the Barn is a living area with 2 loft style bedrooms and a collection of memorabilia such as jugs, toasters, woodworking tools, even Marilyn Munroe's stiletto shoes. Brewery Lane has themed bedrooms around a large central lounge area which would be ideal for mixing as a car club.

After our continental breakfast we went to Chinaman's Bridge Cafe on the banks of the Goulburn River and then to Nagambie to look at the antique shops. Some of us went back to Rusty Springs for a swim in the pool. That night we had dinner in a converted Post Office followed by some live Blues music at the local hotel.

Sunday morning saw us visit the local wool product shop followed by a short drive to the Rock Shop where various Valentine's gifts were bought. Our good bye lunch was had at Plunkets Winery just off the Hume Freeway.

A great time was had by all and hopefully we will get some more participants next year so we can gain the full experience of the murder mystery at Rusty Springs.

Tony Wheelan



BMW CLUB GOLD COAST & BMW CLUB QLD

2011 NATIONAL RALLY - 22nd - 25th April 2011



The event will be based at the Radisson Resort Palm Meadows on the Gold Coast of Queensland. We have pre-booked 50 rooms with the agreed rate of \$209.00 per double per night or \$185.00 per single per night. Both rates include breakfast for either 1 or 2 people. This rate is fixed rate and will not change.

All accommodation is to be booked & paid for direct with the Resort but make reference to your attendance at the Nationals to receive the agreed rate. There will be an early bird special prize for those booking early. Details are still being finalised.

A reserved parking space in the underground car park will be assigned for each car registered for the Nationals.

Friday:- Nationals Registration will be at the Resort on Friday Afternoon where you will receive your Registration Pack with details of events, dinners, and time table & tourist information about the Gold Coast.

A "Welcome Dinner" will be held around the pool that evening, called the "Fork & Walk". There will be food stations & bars located around the pool with members able to select their meals & mix & mingle with others during the evening. This will let you get to know other BMW club members from around Australia.

Saturday Morning:- The main activity, is a bus trip to the famous & very private Bowden's Car Museum on the Sunshine Coast. This is an all day trip with a 2 hour bus ride each way & approximately a 4 hour guided tour of the museum including lunch.

The reason for doing this on Saturday is the traffic to the Sunshine Coast from north of Brisbane can get very congested especially on Sunday & Monday of the Easter Weekend.

Bowden's car collection is one of the largest in the country with many old & famous race cars including the 1985 Ex Jim Richards 635csi which won the Australian Touring Car Title. Other vehicles include open wheel racing cars, touring & sports cars with various racing pedigrees.

This is a private museum & access is by invitation only. Numbers might have to be limited as the venue can only handle a certain number of visitors & there is not a lot of car parking space, this is why we are using buses.

If you would like to do other things on Saturday then there are plenty of other activities to do on the Gold Coast, Australia's premier tourist destination. The Resort has a beautiful pool, golf course, tennis courts & shuttle buses into Surfers Paradise. They can arrange visits to other theme parks, or any of the hundreds of attractions based on the Coast. All you have to do is ask. You could also spend the day cleaning your car for the Show & Shine, if you like!

Saturday night is party time at the SeaWorld Theme Park at Main Beach starting at 7.00pm. Buses will transport you each way with dinner in an open air venue including a visit from a trained seal. The evening will include music, drinks & a good seafood dinner at a reasonable cost.

Look forward to a great night out including the beautiful view of the Broadwater & Surfer Paradise at night. There is an alternate venue within the park if the weather is inclement. Buses will return to the Radisson at various times during the evening for those who want to retire early, depending upon demand.

Sunday is Show of Excellence day at Tamborine Mountain Showground, about a ½ hour drive from the Radisson. This beautiful location in the hinterland of the Gold Coast provides the green behind the gold that a lot of visitors never get to see. You will enjoy driving up Henry Roberts Drive which could double as a very good hill climb venue, if it could be closed for one day a year!

The format for judging of vehicles will be based upon the Bowral Nationals judging format with the emphasis being on a Show of Excellence not a Concourse. The Showground is located about 15 minutes drive from the famous "Gallery Walk" shopping & dining area on Tamborine Mountain. We are in the process of arranging a trolley bus service from the showground to Gallery Walk for those who want to sight see. Also lunch will be organised at the showground for those who want it. There are several restaurants & cafes nearby but you would need to book as the mountain is very popular over Easter.

Sunday Evening will be the traditional Presentation Dinner held at the Resort in one of their function rooms. This will be a sit down dinner with a set menu. Prizes will be presented for the Show & Shine, there will be an address from the Club's Australia Chairman & a handover of the Nationals Banner to the Victorian Club who are running the 2013 Nationals.

2011 NATIONAL RALLY

Continued

After the formal stuff then it's more partying with music & dancing etc. I guarantee that the bar will not close early that night!!!

Monday morning will be a Poker Run into the Hinterland of the Gold Coast. This is a drive day with a nominated route and scheduled stops at various locations. At these stops you will select a playing card from our control official. Lunch will be at a selected venue possibly 4 hours after starting the run. There will be prizes for the best poker hands & these will be presented after lunch. There are no time limits with the object being to have a safe & enjoyable drive through some very beautiful areas.

But if you are too slow you might miss out on lunch! Once lunch is finished the afternoon is free with a short drive back to the Resort.

Monday evening there will be a Stayers Dinner using the Resort's normal seafood buffet for those wishing to stay. This will be an informal evening & you will pay for what you eat & drink yourselves. We will only ask for you to nominate your attendance so seating can be arranged.

For those wanting to extend their stay to enjoy the best of the Gold Coast, the Resort rooms will be available at the same rates nominated above.

Cost of Events:- At this date we cannot nominate prices for each event as some venues have already fixed their prices while others, like the Radisson will not have their food & beverage packages finalised till the end of May this year. Also we have not yet finalised sponsorship arrangements at this date.

We are aiming to have costs for all functions & events finalised by June or July this year and once these are known we will issue a formal registration form to those who returned an Expression of Interest Form. We are in the process of setting up a Nationals Link on our Website & the Radisson will also have a Nationals Website with links to our site.

You have just over 12 months to plan your trip to our Nationals on the Gold Coast & possibly make it a proper holiday & take your time to enjoy our beautiful area & weather. So get cracking & send us your details so we can add you to our list of attendees.

For more information about the 2011 National Rally or to register your interest in attending, please forward your details to:

Sandra & Roger Way – email:- ways@winshop.com.au or phone (07)5537 5529 or fax (07)5529 0398.

We hope to see you on the Coast in 2011.

ROGER WAY

CHAIRMAN

2011 NATIONALS ORGANISING COMMITTEE

WILLY TO THE WYE CRUISE

"Summer Breeze...Cruise....What does that stir in your mind? I'm hoping it conveyed exactly what we enjoyed. Forward planning is always a gamble with the weather. As it turned out we were lucky and it was absolute BLISS. A fabulous Summer Breeze Cruise it was.

The morning was nothing short of perfect. Read this next part first, then imagine, just for a moment, close your eyes and try to visualise. Williamstown waterfront with the early morning sun slicing the breeze ripples on the bay into sparkling slivers. Naked masts silhouetted by the rising eastern light, swaying slowly back and forth. Then we head off to Geelong and enjoy it all again at the Wharf Shed Waterfront, a second dose of that Summer Breeze. (Whoops! Too early for the wharf Shed so we found some great coffee just opposite).

Tony W. took the lead from there in the Big Daddy 760Li. Our cruise had to be laid back. Sadly, the GOR, Great Ocean Road, is not what it used to be for the driver. Of course, the huge benefit is more opportunity to absorb the magnificence of our beautiful coastline. This GOR drive on a perfect summer morning is an addictive load of soul ointment. A blissful headshot of winding roads, flickering light and shade, lines of ultra white surf breaking across the azure blue below the horizon, cliffs, rocky points and outcrops, blind hairpins, gullies and crests, estuaries, early surfers suntanned or wetsuited and the coffeeholics chatting or reading at the umbrella alfrescos. It all means that the millions of earthlike planets we might inhabit could not be like this and heaven must be better?

So the song goes "Summer breeze.....makes me feel fi..i..i..ne...." I cannot think of a much better place along this coast to have a lunch. The Wye Beach Hotel seems to have flaunted the zealot planners "coastline preservation" mentality. It is the God given result of very early development of this small town on the Wye River estuary.

Thanks to Wye Beach Hotel's Paul Green for the Club lunch meal deal and the super friendly staff, Manager Carolyn, Kerri, Daisy and Chef Roddy for the superb lunch. The top notch pub meal and drinks could not have been better while we enjoyed the fantastic view from the open lounge.

I shall remember the summer breeze, the view and the great company from this day for along time to come. Great to see the familiar faces and new member Paul, partner Jillian and son Brad. Then there was a noticeable cool wind change around about the end of the meal. It could not spoil this, our first Cruise Control event for 2010. Thanks Tony for the route survey and the time to work out a good run from Geelong.

Thanks everyone for showing good road manners and common sense albeit spirited. Our Boys and Girls in Blue should indeed be proud of us.

NED

PREPERATION FOR MOTORSPORT 101

Requirements for Driver Training and Club Sprint events

The BMW Car Club offers several opportunities each year for members (and their partners or friends) to participate in Driver Training or Sprint events. These are held at a number of venues and offer the chance to improve basic driving technique and learn car control skills, thereby gaining a better appreciation and enjoyment of the marvelous handling characteristics which define most BMW cars. Unfortunately, there are a number of misconceptions among some members that these events are just for motorsport fanatics and too dangerous to attend. We hope to dispel these here.

All events are tightly regulated and run by an experienced group of club members, some of whom are or have been professional driving instructors, with others being regular participants in competitive state and national-level car racing. The club maintains a register of driving instructors, who are assigned to all beginners at Driver Training events, and can also be requested for Sprint events if necessary. Safety is paramount at all events, and there is NO RACING under any circumstances at any club event.

For Driver Training events, it is recommended to start with a day or two at DECA, and then progress to a training day at Winton. Once you're comfortable in your car, and have attained an appropriate skill level, you can move on to participate in Club Sprint days, held at various circuits in Victoria, where you can compete with fellow members and friends of similar driver level (or vehicle type) based on timed laps, without actually having to race anyone.

Points are awarded for each category of vehicle, including non-BMW cars, with the points counting towards each year's BMW CCV Motorsport Championship.

What you will need

DECA Driver Training events

These are held at DECA, in Shepparton, using a large skid pan to teach basic skills such as brake avoidance and skid control. They are ideal days for beginners, juniors, newly licenced drivers, spouses, and anyone who wants to have a little fun while learning. No special licences or helmets are required, and all that's required is a car in roadworthy condition. Please remember that ALL cars must be COMPLETELY emptied of unattached items for these events.

Circuit Driver Training events

These are usually held at the Winton Motor Raceway circuit, just north of Benalla, a relatively low speed track with plenty of open spaces and lots of corners to learn how to handle your car.

For any circuit event, you MUST have:

- A CAMS level 2 Licence (these can be purchased for around \$100 for a 12 month licence or \$50 for a one-day license, with no testing required, and can be obtained from the Club on the day of the event itself).
- A helmet which must meet Australian Standards and be in good condition – a basic motorcycle helmet is the minimum and can be purchased from any motorbike shop. Full face helmets are also sold at specialty race gear stores.
- A 1kg fire extinguisher must be mounted within reach of the driver (below the front of the driver's seat is a common location, and not a bad idea for all older cars anyway). These cost less than \$100 and will be valid for 3 years.
- A secondary bonnet restraint for those which open up from the front of the car. These can be rigged with some rope or even a belt if necessary, but a more permanent arrangement is recommended if you plan to participate regularly.
- Headlights must be taped or covered with appropriate film for the day.
- Clothing that covers to wrists and ankles (ie no T-shirts) and be of non-synthetic material, eg cotton or denim.
- Sensible, flat shoes are recommended, no thongs or sandals.
- Brakes and tyres in good condition with tyres inflated at least 5psi above normal pressures. Oil and fluid levels topped up, with no oil or coolant leaks. Car must be emptied completely (inc. all boot, glove box contents etc). Battery securely fastened (not able to move around).
- In addition, all cars are checked by scrutineers prior to any circuit event.

It is wise to prepare for all weather conditions, so bring a parka/jacket, sunglasses, a hat, sunblock and insect repellent, and plenty of water. Most (but not all) venues offer kiosk facilities.

Check the Club website for event dates and entry forms. If you have any queries, please contact Graeme Bell (BMW CCV Motorsport Captain) on 0407 186 296 or Oliver Lindsaar (BMW CCV Vice President) on 0418 313 901.

The Mobile Chicane

Top Marque 22

FIRST LOOK: BMW CONCEPT GRAN COUPÉ

The program of the BMW Design Night is modular in structure and presents extensive background information on the premium automobile manufacturer's innovative design culture. The main focus is on an elegant 4-door vehicle with striking dynamic proportions: the BMW Concept Gran Coupé. The concept study on display symbolises the outstanding design expertise of BMW. The BMW Concept Gran Coupé concentrates the fundamental values of the brand. Its body design authentically captures a sense of superior dynamic performance and high-quality elegance.

Based on a powerful tradition in this segment, the BMW Concept Gran Coupé carries the essence of brand values and the genes of BMW design into the future. The concept shows the classic features of all BMW coupes: the long wheelbase, the vaulted bonnet with forward-pointing lines, the set-back greenhouse, the flat silhouette, the coupe-style roof line and the short front overhang reflect the dynamic potential of the vehicle. The surface structures and the fact that the design quality is geared towards perfection illustrate the aspiration of the brand BMW to build 4-door high-performance coupes with the sportiest proportions and the most elegant design.

In the BMW Concept Gran Coupé, the German premium automobile manufacturer presents the vision of a 4-door vehicle which combines the exclusivity of a Gran Turismo with the fascination of a high-performance sports car. The design of the concept study underscores the expertise of the brand BMW in the development of vehicles with a distinctive sporty character which offer space for more than two occupants. This reflects the particular quality of the BMW Group design philosophy, which consists in precisely and authentically translating the specific values of product substance into an aesthetically convincing shaping style. The design process is set through with a passion for aesthetic appeal and dynamic performance, precision and perfection. This is how the uncompromising premium aspiration of a BMW Group product, the unmistakable style of the brand BMW and the precisely defined character of each model are given concrete form.

The body design of the BMW Concept Gran Coupé expresses sporty flair in its ultimate form. The 4-door vehicle clearly signals the very highest level of dynamic performance with its extremely elegant, flat and coupe-like proportions. Stretching the entire length of the vehicle and therefore measuring almost 5 metres, flowing lines dominate the design, giving rise to outstanding aerodynamic levels, just as the low centre of gravity reflects an agile driving response.

The front section is defined by the BMW kidney grille characteristic of the brand - an icon of body design which is not just central but also a dominating element of front design. The kidney grille of the BMW Concept Gran Coupé has a flat appearance, with an asymmetrical side view which emphasises the close attention to detail. The central section with the kidney grille is formally separated from other BMW icons such as the headlights and air inlets. The clarity of the LED front lights highlights the vehicle's precision and premium aspirations.

The sporty, flat silhouette provides an impressive body height of just under 1.40 metres. This makes the BMW Concept Gran Coupé up to 100 millimetres flatter than the BMW 5 Series or the BMW 7 Series Sedan. The roof line tapers off gently into the rear, thereby elongating the vehicle's proportions. The forward-tilted shark nose visually extends the bonnet and creates characteristic BMW proportions with its forward-pointing dynamism. This stretched character is also highlighted by the side lines, where there is a deliberate avoidance of the typical sill line. The flat proportions make the window graphics appear extremely narrow and dynamic at the same time.

The sculptural shaping style characteristic of the entire body design of the BMW Concept Gran Coupé permits a unique interaction between concave and convex surfaces. It also enables the light to be selectively reflected and channelled. Thus the exterior mirrors integrated in the window shaft appear very light, blending harmoniously into the side view since their shape assimilates the entire line styling. The BMW Concept Gran Coupé is a further development of the classic design of a notchback sedan in which the individual body sections merge harmoniously into a flat, elongated and at the same time dynamic overall image.

BMW Press Club



Motorsport Championship Results

Round 1 Haunted Hills

| BMWCCV 2010 Championship Round 1 - Haunted Hills Hillclimb - 27th February 2010 | | | | | | | | | | | |
|---|----------------|--------------|------------|---------|----------------------|----------|-------|------------------|---------------|-------------------|----------------|
| Outright Placings | | | | | | | | | | | |
| Overall Position | Class Position | Round Points | Total Time | Car No. | Name | Vehicle | Class | Fastest Figure 8 | Rank Figure 8 | Fastest Clockwise | Rank Clockwise |
| 1 | 1 | 10 | 126.07 | 14 | LOGAN Phil | E36 M3 | H | 66.58 | 2 | 59.49 | 1 |
| 2 | 2 | 9 | 126.13 | 50 | HALL Andrew | E90 M3 | H | 66.05 | 1 | 60.08 | 3 |
| 3 | 1 | 10 | 128.53 | 34 | BOURKE Brian | 323i | G | 68.69 | 6 | 59.84 | 2 |
| 4 | 2 | 9 | 128.94 | 4 | LYNE Simon | e30r | G | 68.40 | 5 | 60.54 | 5 |
| 5 | 1 | 10 | 129.18 | 16 | AUSTIN John | Mi 16 | I | 68.20 | 4 | 60.98 | 7 |
| 6 | 3 | 8 | 129.33 | 98 | LINDSAAR Olliver | e30r | G | 68.86 | 7 | 60.47 | 4 |
| 7 | 1 | 10 | 130.25 | 38 | O'NEILL Matt | 323i | D | 69.41 | 8 | 60.84 | 6 |
| 8 | 4 | 7 | 132.10 | 42 | KERTES Paul | e30r | G | 70.44 | 10 | 61.66 | 8 |
| 9 | 1 | 9 | 133.10 | 12 | MOSZCZYNSKI Marcin | e21 | E | 70.37 | 9 | 62.73 | 9 |
| 10 | 1 | 9 | 136.85 | 112 | KULPA Warren | M535i | F | 73.18 | 15 | 63.67 | 10 |
| 11 | 2 | 9 | 137.00 | 10 | O'KEEFE Simon | A80 | I | 71.45 | 12 | 65.55 | 12 |
| 12 | 3 | 8 | 137.59 | 30 | FULLER Peter | 135i | H | 72.02 | 13 | 65.57 | 13 |
| 13 | 2 | 9 | 138.27 | 22 | HARITONAS Tony | 323i | D | 70.72 | 11 | 67.55 | 16 |
| 14 | 1 | 9 | 138.96 | 23 | FITZGERALD Christian | 323i | B | 73.95 | 16 | 65.01 | 11 |
| 15 | 2 | 8 | 141.09 | 7 | CARVER David | E36 M3 | E | 74.91 | 20 | 66.18 | 14 |
| 16 | 3 | 8 | 141.76 | 6 | COOPER Brian | e36 325i | D | 74.34 | 18 | 67.42 | 15 |
| 17 | 3 | 8 | 142.48 | 45 | DAY James | A80 | I | 74.24 | 17 | 68.24 | 18 |
| 18 | 2 | 8 | 142.70 | 888 | BURKE Andrew | 325i | B | 74.48 | 19 | 68.22 | 17 |
| 19 | 4 | 7 | 145.63 | 5 | KANTZIOS George | 323i | D | 76.95 | 21 | 68.68 | 19 |
| 20 | 5 | 6 | 147.02 | 20 | KERTES Rachel | e30r | G | 77.00 | 22 | 70.02 | 20 |
| 21 | 2 | 8 | DNF | 31 | BELL Graeme | e30 M3 | F | 72.37 | 14 | DNS | 21 |
| 22 | 6 | 5 | DNF | 66 | BERGMAN Anton | e30r | G | 66.96 | 3 | DNS | 21 |
| Class Placings | | | | | | | | | | | |
| Overall Position | Class Position | Round Points | Total Time | Car No. | Name | Vehicle | Class | Fastest Figure 8 | Rank Figure 8 | Fastest Clockwise | Rank Clockwise |
| 14 | 1 | 9 | 138.96 | 23 | FITZGERALD Christian | 323i | B | 73.95 | 16 | 65.01 | 11 |
| 18 | 2 | 8 | 142.70 | 888 | BURKE Andrew | 325i | B | 74.48 | 19 | 68.22 | 17 |
| 7 | 1 | 10 | 130.25 | 38 | O'NEILL Matt | 323i | D | 69.41 | 8 | 60.84 | 6 |
| 13 | 2 | 9 | 138.27 | 22 | HARITONAS Tony | 323i | D | 70.72 | 11 | 67.55 | 16 |
| 16 | 3 | 8 | 141.76 | 6 | COOPER Brian | e36 325i | D | 74.34 | 18 | 67.42 | 15 |
| 19 | 4 | 7 | 145.63 | 5 | KANTZIOS George | 323i | D | 76.95 | 21 | 68.68 | 19 |
| 9 | 1 | 9 | 133.10 | 12 | MOSZCZYNSKI Marcin | e21 | E | 70.37 | 9 | 62.73 | 9 |
| 15 | 2 | 8 | 141.09 | 7 | CARVER David | E36 M3 | E | 74.91 | 20 | 66.18 | 14 |
| 10 | 1 | 9 | 136.85 | 112 | KULPA Warren | M535i | F | 73.18 | 15 | 63.67 | 10 |
| 21 | 2 | 8 | DNF | 31 | BELL Graeme | e30 M3 | F | 72.37 | 14 | DNS | 21 |
| 3 | 1 | 10 | 128.53 | 34 | BOURKE Brian | 323i | G | 68.69 | 6 | 59.84 | 2 |
| 4 | 2 | 9 | 128.94 | 4 | LYNE Simon | e30r | G | 68.40 | 5 | 60.54 | 5 |
| 6 | 3 | 8 | 129.33 | 98 | LINDSAAR Olliver | e30r | G | 68.86 | 7 | 60.47 | 4 |
| 8 | 4 | 7 | 132.10 | 42 | KERTES Paul | e30r | G | 70.44 | 10 | 61.66 | 8 |
| 20 | 5 | 6 | 147.02 | 20 | KERTES Rachel | e30r | G | 77.00 | 22 | 70.02 | 20 |
| 22 | 6 | 5 | DNF | 66 | BERGMAN Anton | e30r | G | 66.96 | 3 | DNS | 21 |
| 1 | 1 | 10 | 126.07 | 14 | LOGAN Phil | E36 M3 | H | 66.58 | 2 | 59.49 | 1 |
| 2 | 2 | 9 | 126.13 | 50 | HALL Andrew | E90 M3 | H | 66.05 | 1 | 60.08 | 3 |
| 12 | 3 | 8 | 137.59 | 30 | FULLER Peter | 135i | H | 72.02 | 13 | 65.57 | 13 |
| 5 | 1 | 10 | 129.18 | 16 | AUSTIN John | Mi 16 | I | 68.20 | 4 | 60.98 | 7 |
| 11 | 2 | 9 | 137.00 | 10 | O'KEEFE Simon | A80 | I | 71.45 | 12 | 65.55 | 12 |
| 17 | 3 | 8 | 142.48 | 45 | DAY James | A80 | I | 74.24 | 17 | 68.24 | 18 |

BM's 'R US Auto Parts

Parts and Repair Specialists

250 Edwardes Street
Reservoir 3073

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F: 9460 9866
e: bmsrus@bigpond.com.au
www.bmsrus.com



Motorsport Championship Results

Round 2 Calder Twilight

| Overall Position | Class Position | Round Points | Championship Points To Date | Driver | Fastest Time | Car | Class |
|------------------|----------------|--------------|-----------------------------|----------------------|--------------|-------------------------|-------|
| 1 | 1 | 10 | 20 | Phil Logan | 01:08.129 | BMW E36 M3 | F |
| 2 | 1 | 10 | 18 | Oliver Lindsaar | 01:09.793 | e30r | G |
| 3 | 1 | 9 | 9 | Keith Olsen | 01:09.952 | BMW M3 | E |
| 4 | 2 | 9 | 9 | Gary Grenda | 01:10.025 | BMW M3 | F |
| 5 | 2 | 8 | 8 | Marcin Moszcynski | 01:10.194 | BMW M3 94 | E |
| 6 | 3 | 8 | 8 | Tomislav Golubovic | 01:10.790 | BMW 323i 97 | F |
| 7 | 2 | 9 | 9 | David Coull | 01:10.873 | e30r | G |
| 8 | 3 | 8 | 8 | Stan Armstrong | 01:11.063 | e30r | G |
| 9 | 4 | 7 | 14 | Paul Kertes | 01:11.301 | e30r | G |
| 10 | 5 | 6 | 6 | Andrew Brien | 01:11.416 | BMW 325i | G |
| 11 | 1 | 8 | 8 | John Magar | 01:11.744 | BMW 135i | B |
| 12 | 6 | 5 | 14 | Simon Lyne | 01:12.162 | e30r | G |
| 13 | 7 | 4 | 14 | Brian Bourke | 01:12.947 | e30r 323 | G |
| 14 | 9 | 2 | 2 | Luke Curran | 01:15.500 | e30r | G |
| 15 | 4 | 7 | 16 | Warren Kulpa | 01:15.607 | BMW M5 86 | F |
| 16 | 1 | 8 | 16 | Brian Cooper | 01:17.899 | BMW 325i | C |
| 17 | 8 | 3 | 3 | James Coull | 01:21.977 | e30r | G |
| | | | | | | | |
| | | | | | | | |
| | | | | Non Members | | | |
| | | | | Francis Placentino | 01:05.559 | BMW E92 M3 | |
| | | | | Andrew Triantafyllos | 01:08.313 | BMW E92 M3 Supercharged | |
| | | | | Andreas Doelling | 01:08.989 | BMW 325i Turbo | |
| | | | | Kodros Saloustros | 01:14.787 | BMW M3 95 | |
| | | | | | | | |
| | | | | | | | |
| Overall Position | Class Position | Round Points | Championship Points To Date | Driver | Time | Car | Class |
| | | | | | | | |
| | | | | | | | |
| | | | | Class B | | | |
| 11 | 1 | 8 | 8 | John Magar | 01:11.744 | BMW 135i | B |
| | | | | Class C | | | |
| 16 | 1 | 8 | 16 | Brian Cooper | 01:17.899 | BMW 325i | C |
| | | | | Class E | | | |
| 3 | 1 | 9 | 9 | Keith Olsen | 01:09.952 | BMW M3 | E |
| 5 | 2 | 8 | 8 | Marcin Moszcynski | 01:10.194 | BMW M3 94 | E |
| | | | | Class F | | | |
| 1 | 1 | 10 | 20 | Phil Logan | 01:08.129 | BMW E36 M3 | F |
| 4 | 2 | 9 | 9 | Gary Grenda | 01:10.025 | BMW M3 | F |
| 6 | 3 | 8 | 8 | Tomislav Golubovic | 01:10.790 | BMW 323i 97 | F |
| 15 | 4 | 7 | 16 | Warren Kulpa | 01:15.607 | BMW M5 86 | F |
| | | | | Class G | | | |
| 2 | 1 | 10 | 18 | Oliver Lindsaar | 01:09.793 | e30r | G |
| 7 | 2 | 9 | 9 | David Coull | 01:10.873 | e30r | G |
| 8 | 3 | 8 | 8 | Stan Armstrong | 01:11.063 | e30r | G |
| 9 | 4 | 7 | 14 | Paul Kertes | 01:11.301 | e30r | G |
| 10 | 5 | 6 | 6 | Andrew Brien | 01:11.416 | e30 325i | G |
| 12 | 6 | 5 | 14 | Simon Lyne | 01:12.162 | e30r | G |
| 13 | 7 | 4 | 14 | Brian Bourke | 01:12.947 | e30r 323 | G |
| 17 | 8 | 3 | 3 | James Coull | 01:21.977 | e30r | G |
| 14 | 9 | 2 | 2 | Luke Curran | 01:15.500 | e30r | G |

I was looking forward to the challenge of a new track and driving under lights, albeit with quite a few butterflies in the stomach. We're told go 80 % on the warm up laps but I can assure that it was faster than that. As usual, no one stuck to the official's instructions and everyone was going much faster. It's the first practice lap and I'm following the Bimmer in front. Suddenly we're both heading into the pits as we'd missed the turn onto the main straight. Perhaps I need a navigator. Perhaps a GPS. More likely it was the butterflies. The timed laps commence - my favourite part of the track was flat out over the hill and through the esses. It certainly catches your attention especially when the lights came on.

Blood rushes when an E92 M3 pulls near and the then tussle is as real and as intent as in any race lap. It was on, fair dinkum racing. Cheeky young bugger!!! All tracks have different personalities and the fun is in developing an understanding with a new and very different track. Probing to find the quick line and applying the limits of car and driver to that line for the first time, being awake to the unexpected and pushing as hard as I dare is a thrill I enjoyed buzzing around Calder It was pleasing to see so many cars of different makes as it adds a lot of interest to the event and you get to compare your car's performance. Good to see so many bimmers doing well on the night and eventually having the quickest lap. I noticed a few WRX'S having mechanical problems but as usual the bimmers showed outstanding reliability.

Phil Logan

BMW CAR CLUB OF VICTORIA INC
Join us for the Melbourne Cup Weekend

Tour of Tasmania 2010

Drive the Northern area of Tasmania.



Friday 29th October – Tuesday 2nd November, 2010.
Spirit of Tasmania and accommodation 1 night each at Stanley, Cradle Mountain and Launceston.
Cost approx. \$1272-\$1362/person twin share basis for accommodation and meals.
See proposed itinerary for full costing details. Can be paid for by instalments.



Option of extended trip Tuesday 2nd – Sunday 7th November, 2010.
Accommodation 1 night at Launceston, 2 nights at Coles Bay and 1 night at Hobart.
Cost approx. \$725-\$1050/person additional twin share basis.
See proposed itinerary for full costing details. Can be paid for by instalments.

RSVP and \$100.00/person deposit by Monday 21st June 2010:

Member Name(s): _____

Member

No: _____

No. attending: _____ 4 day, 5night trip _____ 8 day, 9 night trip

Email Address: _____

Payment by: _____ Cheque / Cash / EFT / Credit Card: Visa ☐ Mastercard ☐

Amount: _____

Full Name on card: _____



Card Number: _____ / _____ / _____ / _____ Expiry: _____ / _____

Signature: _____

EFT Details: NAME- BMW CAR CLUB OF VICTORIA BSB- 033132 ACCOUNT- 219167

Any questions to: Tony Whelan, 0418 509 171 secretary@bmwccv.com.au
Allison Morris, 0427 555526 speialevents@bmwccv.com.au

Post cheques to: BMWCCV, GPO Box 1250, Melbourne 3001.

| | | | | | |
|---|--|-------------------|------------------------------|---|--|
| | | | | BMW Car Club Victoria   | |
| BMW CAR CLUB OF VICTORIA | | | | | |
| TOUR OF TASMANIA 2010 | | | | | |
| 4 DAY, 5 NIGHT TOUR | | | 8 DAY, 9 NIGHT TOUR | | |
| Friday | 29-Oct-10 | | Wednesday | 3-Nov-10 | |
| Night | Sail across to Tasmania on Spirit of Tasmania | | Morning | drive via Sidling Reserve, Ecocentre, Scotsdale | |
| | | | Lunch | Elephant Pass, St Marys | |
| Saturday | 30-Oct-10 | | Afternoon | Freycinet Marine Farm and Coles Bay | |
| Morning | Drive via Sheffield "Home of Murals" and Burnie | | Dinner | Buffet dinner at Freycinet Lodge | |
| Lunch | Killynaught Cottages at Boat Harbour | | Night Option A | Iluka Holiday Units, Coles Bay | |
| Afternoon | Drive to Smithton, Stanley and chairlift to the Nut | | Night Option B | Wineglass Delux Cabin, Freycinet Lodge | |
| Night | Dinner and stay at Stanley Seaview Inn | | | | |
| | | | Thursday | 4-Nov-10 | |
| Sunday | 31-Oct-10 | | Morning | Free day on the Freycinet Peninsula | |
| Morning | Drive via Hellyer Gorge to Central Plateau | | Lunch | Picnic Lunch provided by Freycinet Lodge | |
| Lunch | Cradle Mountain Chateau | | Afternoon | Free day on the Freycinet Peninsula | |
| Afternoon | Wilderness Gallery and walk around Dove Lake | | Dinner | Buffet dinner at Freycinet Lodge | |
| Night Option A | Dinner and stay at Cradle Mountain Chateau | | Night Option A | Iluka Holiday Units, Coles Bay | |
| Night Option B | Pencil Pine Cabins Cradle Mountain Lodge | | Night Option B | Wineglass Delux Cabin, Freycinet Lodge | |
| | | | | | |
| Monday | 1-Nov-10 | | Friday | 5-Nov-10 | |
| Morning | Drive via Mole Creek Caves | | Morning | Drive via Swansea, Triabunna and Orford | |
| Lunch | Elizabeth Town Café & Bakery | | Lunch | Richmond Wine Centre | |
| Afternoon | Drive via Longford Hotel historic racing memorabilia | | Afternoon | Richmond Craft Shops, Meadowbank Winery | |
| Dinner | Dinner at Fluid Restaurant, Launceston Seaport | | Dinner | Dinner at Ball and Chain Restaurant | |
| Night Option A | Sandors on the Park Launceston | | Night Option A | Mountain Side Room, Wrest Point Hotel | |
| Night Option B | Launceston Country Club Villas | | Night Option B | Waters Edge Room, Wrest Point Hotel | |
| | | | | | |
| Tuesday | 2-Nov-10 | | Saturday | 6-Nov-10 | |
| Morning | Option of Symmons Plains Raceway or Winery tour of Tamar Valley | | Morning | Salamanca Markets | |
| | | | Lunch | Salamanca Market Cafes | |
| Lunch | Symmons Plains or Pipers Brook Winery | | Afternoon | Drive via Campbell Town to Devonport | |
| | | | Night | Sail across to Victoria on Spirit of Tasmania | |
| Afternoon | Melbourne Cup | | | | |
| For those doing the 4 day, 5 night tour | | | Sunday | 7-Nov-10 | |
| Night | Sail across to Victoria on Spirit of Tasmania | | Morning | Arrive Melbourne | |
| Wednesday | 3-Nov-10 | | | | |
| Morning | Arrive Melbourne | | | | |
| For those staying on for 8 day tour | | | | | |
| Night Option A | Dinner and stay at Sandors on the Park Launceston | | | | |
| Night Option B | Dinner and stay at Launceston Country Club Villas | | | | |
| | | | | | |
| | | | | | |
| Pricing Options are based on per person twin share basis and include return voyage on Spirit of Tasmania with accommodation in an Inside Cabin, 1 car space per couple, accommodation as listed, evening dinners as listed, full breakfasts and entry to the Nut Chairlift and Mole Creek Caves. | | | | | |
| Note: Petrol, Drinks and Lunches are not included in pricing. | | | | | |
| | | | | | |
| 4 Day Trip | Option A accommodation | \$1,272.00 | per person twin share | | |
| | Option B accommodation | \$1,362.00 | per person twin share | | |
| | | | | | |
| | Extra for Cafe style lunches as listed | \$74.00 | per person | | |
| | | | | | |
| 8 Day Trip | Option A accommodation | \$1,997.00 | per person twin share | | |
| | Option B accommodation | \$2,406.00 | per person twin share | | |
| | | | | | |
| | Extra for Cafe style lunches as listed | \$159.00 | per person | | |
| | | | | | |
| | Extra for Porthole Cabin on Spirit of Tasmania | \$24.00 | per person twin share | | |
| | Extra for Delux Cabin on Spirit of Tasmania | \$252.00 | per person twin share | | |
| | Extra for additional car on Spirit of Tasmania | \$79.00 | per person twin share | | |
| | | | | | |
| | | | | | |

E30 RACE RESULTS

ROUND 2

A beautiful sunny Saturday again saw a total of 14 e30s front up for the combined Improved Production / e30racing qualifying session at 11:15am.

Qualifying

Matt again set the fastest qualifying time at 1:56.5002 to take pole, followed closely by Anton, Andrew, Geoff and Oliver, with only 0.8 of a second between first and fourth.

Geoff broke a rocker in Qualifying and had to hunt around for a spare, and while lots of people almost had one, some had one back at home, and some people usually have one in their toolbox, no one actually had one at the track!

Graeme was able to bring one down from Hastings, but it turned out to be one with a smaller diameter suitable for the 4-cylinder engine! Lockie was kind enough to offer the use of a rocker from his spare engine at Cowes, but before this could be organised a suitable spare materialised at the track! With a lot of help from Chris, Anton and Graeme the rocker was replaced with seconds to spare before Race 1.

Race One – 8 laps

Race one started in perfect conditions, and after negotiating a huge jam at the end of the main straight where a couple of RX7s had a coming together where Anton managed to get past, we then followed a pace car until lap 4. Anton then held managed to hold Matt off until Lap 7, when Matt got past and held the lead til the finish.

Heading to Turn 1 on the first lap, Geoff managed to run over some debris from the IPRA carnage and dislodge the splitter from his front bar. This proceeded to flap around during the safety car laps and finally released itself at full speed down the front straight on the first fast lap, much to Geoff and Andrew's surprise.

After the pace car dropped off, Geoff and Andrew had a great tussle, with Andrew getting past on lap 4, only to be re-passed on lap 7.

Brian managed to pass Oliver under a yellow flag just after the Southern Loop on lap one, to be re-passed by Oliver on Lap 6 and then by Gary on lap 7 and Simon on Lap 8 (gotta watch them flags, Brian – I hope the stewards left some skin on your back after the whipping).

There was, as usual, a great deal of pushing and shoving with the Improved Production cars, which all seem to be fast in the straights, and then dreadful in the corners.

Final placings were: Matt by 0.5 seconds from Anton, then a 14 second gap to Geoff then a 0.3 second gap to Andrew with Oliver another second behind.

Gary held off Simon by 0.5 seconds, then Brian, Stan and Lockie within a second and a bit of each other, followed by David and then by Alan.

Race Two – 7 laps

Race Two on Sunday morning was again held in perfect conditions. Matt led from start to finish, with Anton following in second all the way. Geoff held third right through, with Andrew in fourth all the way, although all four of the front runners had the usual fun and games with various IPRA cars.

Oliver started in fifth and manage to lose a place to Gary, and another five IPRA cars on Lap 1, passed two of them on Lap 2, and then threw it all away again twice on the final lap – once in Honda after hitting some oil while trying an inside move on Gary (who drove very well; to avoid the T-Bone) and then again in Siberia (the next corner), where he really screwed up to let half a dozen cars past. The others all drove consistent races, with Steve managing to pass David on Lap 5.

Only 11 cars finished, with final positions being: Matt by 3 seconds from Anton, Geoff, Andrew, Gary, Simon, Stan by under a second from Brian, Steve by 0.2 seconds from Oliver and David, with Lockie and Alan both classed as DNF.

Race Three – 10 laps

The weather stayed perfect for Sunday afternoon's Race 3. Unfortunately, Andrew retired with a cracked head after Race 2, and didn't start.

Matt again led from start to finish, with Anton following in second all the way. Geoff got a good start in Race 3, but was black-flagged on Lap 4 for having fuel blowing back out of the filler and was happy to pack up and forget about a disappointing weekend!

Gary and Simon had a great tussle until Lap 8, when Gary made a mistake to let Simon through.

Oliver started almost at the rear of the field, but managed to pick up six places by the end to finish third. Brian had an uneventful race, being passed by Oliver on Lap 2, and Gary on the last lap.

Steve drove well to hold his place til the end after Oliver passed him, and Alan did well to pass David on Lap 3, and then Stan on Lap 5, with David also getting past Stan on that lap (what happened on laps 1 and 6, Stan?)

Only 10 cars finished, with final positions being: Matt by 2 seconds from Anton, then Oliver by a second from Simon, then Gary, Brian and Steve within 1.5 seconds, followed by Lockie half a second ahead of David, with Stan a further 0.04 seconds behind.

Final placings for Round 2 of the BMW Drivers Cup were: Matt, Anton, Oliver, Gary and Simon tied for 4th, Brian, Geoff, Steve, Andrew, David, Lockie and Alan.

Race Report by
The Mobile Chicane

A VICTORY OF PASSION AND PRECISION

70 Years at Mille Miglia

An enduring milestone

70 years ago the racing department at BMW had only one thing on its mind: the 1st Gran Premio Brescia delle Mille Miglia. Five cars from Munich were registered for the big race, but preparations were not exactly worry-free. Indeed, the team ultimately faced a battle to get the cars ready in time. However, as the BMWs crossed the finish line one by one in Brescia on 28 April, they had achieved what few had dared to expect: overall victory, team victory, and third, fifth and sixth place in the rankings. That April day witnessed BMW's greatest racing success so far on four wheels – and one which continues to define the character of the brand today.

The 1940 Mille Miglia was the climax of a journey that had begun with the design and presentation of the BMW 328. The BMW 328 was not only one of the most beautiful sports cars of the prewar era, it was also the most successful sports car on the race tracks of Europe in the 1930s. A combination of outstanding roadholding and impressive engine power made it an object of desire for many racing drivers and offered private customers a taste of what undiluted roadster driving was all about.

A car for the friends of the company

A small brochure circulated among a select group of people in late 1935 revealed the existence of a new 2-litre sports car to be known as the "Typ 328". The description of the car was deliberately low-key and avoided giving any performance or speed figures. The brochure was intended purely as an appetiser for "friends of the company"; there was no announcement in the press.

Journalists were left open-mouthed when they set eyes on the car for the first time in the Nürburgring paddock on 13 June 1936. There, Ernst Henne was preparing to race the 328 in the International Eifel Race the following day. The motorcycle world record holder roared away from his rivals off the start line and soon left the rest of the field trailing in his wake with a phenomenal average speed of 101.5 km/h. This show of strength from the 328 had commentators purring about the future of the German sports car. However, few could have guessed that they were witnessing the dawn of a new era.



Dress rehearsal – the 1938 Mille Miglia

1938 had been a hugely successful year for BMW and its new sports car. The BMW 328 had run out of rivals in the 2-litre class in Germany, and it had also put itself on the radar of sports car drivers in other countries with a string of successes abroad, mostly with Ernst Henne at the wheel. Now BMW needed the big international breakthrough, a triumph on foreign soil that would make headlines far and wide.

The centre of Brescia was alive with anticipation over the night from 2–3 April. Thousands of excited onlookers had gathered at the start and lined the roads leading into the city to witness the unfolding of this extraordinary event. At 2.00 a.m. the first cars in the smallest-capacity section of the national class were waved on their way. The cars started at 30-second or one-minute intervals, according to the class. The long list of entrants meant that the first test for the drivers of the larger cars was one of patience. At least they could relax in the knowledge that they would be driving in daylight, although that also meant they would have a lot of overtaking to do.

The fastest drivers arrived back in Brescia in the late afternoon. Less than 12 hours after crossing the start line, the powerful supercharged Alfa Romeos, the Delahayes and the Talbots were back at base, as expected. The big surprise, though, was still to come; Fane steered his BMW 328 to eighth place in the overall classification, winning the 2-litre class and leaving a considerable number of supercharged cars in his wake in the process. Fane's fellow-BMW 328s followed him home in 10th, 11th and 12th overall, securing 2nd, 3rd and 4th places in their class and rounding off a spectacular race for BMW. Added to which, they also won the team prize for consistency and the award for the best foreign entrant.

BMW's pride in claiming the biggest win in the company's history was obvious. The 328 had proved that it was capable of sustaining incredibly high speeds over long distances without complaint. The car's combination of impressive output and flawless roadholding had shown that it was possible to defeat the challenge of far more powerful rivals. For BMW this success represented the international breakthrough in European motor sport.

Continued next page



A VICTORY OF PASSION AND PRECISION *Continued*

BMW reaches its zenith – the 1940 Mille Miglia

Spring 1940. In Italy all attentions are focused on bringing the Mille Miglia back to life. The legendary race had last been run over the historic course in 1938. However, after a rash of accidents it had been temporarily suspended. Now, two years later, the Mille Miglia was back in business, but the original route had been dropped in favour of a 167 km triangular course between Brescia, Cremona and Mantua. The drivers would complete nine laps of the new circuit, a move warmly welcomed by the watching public, who only saw the cars fly by once when the race followed its original route.

28 April, 4.00 a.m. The cars are sent on their way at one-minute intervals. Von Hanstein/Bäumer – in the first BMW – entered the fray at 6.40 a.m., followed by their team-mates and the Italian drivers in the largest-capacity class. The youngster von Hanstein set out his stall from the off, covering the first lap at a speed nobody present had thought possible. On the second lap the two BMW Coupés led the way, with the Italians locked in a battle with the charging streamlined Roadsters. However, the Kamm Coupé could not keep up such a breakneck pace for long. It was hit by problems first with the carburettor, then with the oil supply, and on lap 7 the hugely disappointed driver pairing were forced to retire from the race.

The Touring Coupé, meanwhile, was continuing to reel off the fast laps undeterred. Indeed, von Hanstein set the fastest time ever recorded in a sports car race with an average speed of 174 km/h. However, there was the odd difference of opinion between von Hanstein and his co-driver Bäumer, as the ambitious baron was determined to win the race and ignored the pre-arranged driver changeover. In the end, Bäumer had to be persuaded to settle for the role of co-driver in order to make sure of the win. The Coupé was gradually building up an unassailable advantage over the chasing pack, though, and the two men finally swapped seats a few kilometres from the finish. In the end, it was Walter Bäumer who had the privilege of driving the Touring Coupé across the line to claim overall victory.

Munich celebrates

Unsurprisingly, celebrations were decidedly muted among the Italian crowd. Instead, the packed stands were immersed in a collective sense of bewilderment. What had happened to the red cars? Over 15 minutes passed before the Alfa Romeo of Farina/Mambelli came home in second place, followed by Brudes/Roese in third, Biondetti/Stefani in fourth, Briem/Richter in fifth and Wencher/Scholz in sixth place. BMW had topped both the team and overall standings, and great shows of excitement awaited the crew on their return to Munich. Odeonsplatz and the Residenz (Royal Palace) provided an impressive setting in which to display the winning car to the people of Munich.

BMW Press Club

BMW 328 TOURING COUPE WINS 2010 MILLE MIGLIA

Cané/Galliani finish first in the Mille Miglia & Ciravolo/Leitner take third place

Brescia/Munich. 70 years after its victory in the 1940 Mille Miglia, the BMW 328 Mille Miglia Touring Coupé has once again emerged as the winner of this tradition-steeped Italian event. Giuliano Cané and Lucia Galliani authoritatively steered the Coupé through the numerous trials and clocked up the 1,000 miles through Italy without a single technical hitch. Enzo Ciravolo and Maria Leitner rounded off the BMW triumph by coming third in a series-production BMW 328, clinching another parallel to the Mille Miglia of 70 years ago when a BMW likewise finished in third place.

“Victory by Giuliano Cané and Lucia Galliani along with third place achieved by Enzo Ciravolo and Maria Leitner are a marvellous example of teamwork,” commented Karl Baumer, Director of BMW Classic. “Both the blind understanding between the crews inside the cars and the cooperation with the mechanics along the way worked out perfectly. And for that I would like to say thank you to all those involved,” Baumer added.

The journey to the Italian race venue itself proved just how well the cars of 1940 have kept up their prowess. They made their way from Munich to Brescia not on the back of race transporters but under their steam, just as they had done 70 years ago. “It was the perfect dress rehearsal for the race,” noted Baumer. Nor were the drivers bothered by the inclement weather during their crossing of the Alps, wrapped up as they were in weatherproof BMW Motorrad gear.

During the Mille Miglia itself, the weather was also up to its tricks. From 27 degrees Celsius on the Adriatic to near-freezing in snow and fog on Monte Terminillo, the teams were put through the whole gamut of the Italian climate. “But the trials and tribulations are quickly forgotten once all the participants – teams and cars – have made it safely across the finish line,” summed up Karl Baumer. “And our great result is the icing on the cake.”

BMW Press Club

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