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Index

<i>Editors Note</i>	2
<i>Presidents Report</i>	3-5
<i>Tassie Trip 2010</i>	5-7
<i>Roving at ACE</i>	8
<i>Introduction Motorsport</i>	9
<i>Limited M3</i>	10
<i>Roving at BMW Australia</i>	10
<i>Christmas 2010</i>	11
<i>BMWCCV Messages</i>	17
<i>Treasurer's Report</i>	18-20
<i>Diesel 5 Series</i>	21
<i>Founders Day 2010</i>	22-23
<i>Le Mans</i>	24-25
<i>Motorsport Results</i>	26-27
<i>Tale of Two Bridges</i>	28-29
<i>BMW in Miniature</i>	30
<i>New Members</i>	31
<i>Club Services</i>	32

FRONT COVER:

*Rupertswood Mansion,
Founders Day 2010*

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Try our website <http://www.bmwccv.com.au/forums> for more club information.

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

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

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MEMBER OF THE INTERNATIONAL COUNCIL OF BMW CLUBS



MESSAGE FROM ED

The BMW Car Club of Victoria has had many great events since June, including the highlight event of the year, Founder's Day at Rupertswood Mansion (Front cover). This was the first Founders Day event I had attended and...wow, the organisation by Stewart and Evelyn Garmey was outstanding. The Mansion itself was a spectacular piece of history in magnificent condition. Marc and I were lucky enough to have got in early and book one of the bedrooms, and although small, the attention to detail in each room was outstanding, it really was a pleasure to stay. Again, on behalf of the Committee and all the Members who attended I need to thank Stewart and Evelyn for their tireless commitment to the club with the events they prepare. The dinner itself had fantastic representation from not only our own members, but from BMW Australia and the team at Doncaster BMM, who generously donated enough prizes for each person / couple that was in attendance.



We have two major events before the end of the year both which are listed in this edition of Top Marquee. Tony Wheelan is organising another trip to Tassie for Melbourne Cup Weekend, which I can happily confirm will be running in 2010! Although plans are being finalised (which you can find details of the planned itinerary and costs on page 6 and 7), there is still time to join the fun if it is something you are interested in, the more the merrier! I still hear stories from members who have been in prior years, so please email Tony directly if you would like more information about the options are available.

We also have our Christmas Celebrations organised and taking bookings! If the fact it has been organised by the Garmey's isn't enough to entice you to come along, it will be a spectacular lunch on the "Lady Cuttler" on the last weekend of November. This is a must! You can't get much better value for a Christmas Party, so make sure you lock the date into your diary. We are all looking forward to it and a great turn out from all members.

In the past month you would have also seen the introduction of the "Weekly Alert" which both Oliver and Stewart work tirelessly on to keep all members updated with what the club has to offer. If you are not receiving this email please contact Wendy Eime our Membership officer who will update your details in the database, if you have feedback about the alerts or anything else we do, please don't hesitate to contact Stewart or Oliver to discuss these.

You will also notice a new change in the magazine, from this edition onwards it will be printed in full colour which will help to enhance the articles and photos we receive from our members. I would like to take this opportunity to thank all our advertisers that have made this opportunity possible. It is also important that we continue to recognise our sponsors, one that stands out is Evershine who continually support our Sub3Zero events.

Sub3Zero has a fantastic team of enthusiasts behind it, although the Dyno day didn't get the attendance that was required by the owners, there are many more exciting things happening both this year and next year. Matt Roberts is currently in the middle of the 2010 Go Kart Series, which has been well supported by the club so far. It seems that Leo Ng is giving everyone a run for their money as the leader of the series, so if this Go Karting is something you are interested get in contact with Matt. Although we have the "Championship" running, these events are open to anyone, even if you have missed one of the rounds. It's a great day out and a laugh for everyone!

I would also like to personally thank the outgoing committee for all their hard work over the last year. I certainly look forward to working with the newly elected committee in the coming year, we have a great group of people on board and hopefully all our members are satisfied with the job we do! You will see a lot of changes to events, planning and even the way you can communicate with the committee, we will have an open door policy, so please feel free at any time to contact the President if there are things you would like to discuss.

If there are any comments with the Magazine, articles you would like to be submitted or you are interested in advertising opportunities and rates, please feel free to contact me at editor@bmwccv.com.au

Jen Patan
Editor

BMW Car Club Victoria



Coming Events Alert

WELCOME! This is a no-frills Coming Events Alert, kept very basic in its layout so as not to soak up too much email space. The plan is to provide you with a date and the event so you can go to the website and find more information. We will include contacts and booking information too, and we'll email it to you every Tuesday.

Event Coordinator:
Josh Barlowe | mobile 0417 399 747 | email: events@bmwccv.com.au

MEETINGS ... contact
committee@bmwccv.com.au
or events@bmwccv.com.au

MONDAY 04 OCTOBER 2010: Monthly Club Pub Meeting, Tower Hotel, Camberwell ... first of the new social club monthly gatherings featuring an informal format with limited meeting content.

SPECIAL EVENTS ... contact
secretary@bmwccv.com.au

MELBOURNE CUP WEEKEND, 20 OCTOBER TO 02 NOVEMBER 2010: Tour to Tasmania. For more detail, visit <http://www.bmwccv.com.au/forums/showthread.php?t=695>

SUNDAY 28 NOVEMBER 2010: Christmas Lunch Cruise, MV Lady Cutler from Central Pier ... watch for the booking flier on the Forum shortly.

MOTORSPORT ... contact

SATURDAY 25 / SUNDAY 26 SEPTEMBER 2010: E30 Racing: BMW Drivers' Cup Round 6, Phillip Island Grand Prix Circuit. Entry forms are on the BMWCCV Forum at <http://www.bmwccv.com.au/forums/showthread.php?t=787>

SUNDAY 10 OCTOBER 2010: Driver Training 3 at Winton Motor Raceway, Benalla ... Entry forms are on the Forum at <http://www.bmwccv.com.au/forums/showthread.php?p=3632&post=3632>

EVENTS ... contact
events@bmwccv.com.au

SUNDAY 19 SEPTEMBER 2010: Sub3Zero "LeMans" Kart Challenge Round 2 at LeMans Go Karts 11-55 Waterview Close, Dandenong South. Entry form are on the Forum at <http://bmwccv.com.au/forums/showthread.php?t=720>

PRESIDENTS REPORT

Whew! Where did 2 years go? Yes, 2 years since this Committee embarked on a voyage to change some aspects of our BMW Club as discovered by the 2008 BMWCCV Survey. None of us ever believed it would be an easy, smooth journey. I have to thank all the Committee members of the past 2 years of my Presidency for their sheer hard work.

Feedback to me personally from many members has been enthusiastic and positive for the changes made. My only regret from "having a go" is a wish to have had more time to give, to take it further. My work and family demands are suffering some neglect so I must address other priorities for the time being. Good luck to the incoming Committee.

On behalf of the standing Committee, sincere thanks to all the Club member volunteers, friends and partners for your fabulous efforts and support. Thanks to all our new Club sponsors and the ever present supporters, sponsors and contributors. Typically, during and after events it is those who pitch in, who hang back, helping out, not wanting to go home, looking for a coffee rendezvous, who have the biggest smiles and talk endlessly about:

"Gees, that was awesome..."

"Unreal event, next time let's do whatever..."

"Hey, what if we had done this or that...wouldn't it be fantastic?"

So you can imagine at this point I'm trying to say it definitely is worthwhile to get involved. Sub 3 Zero rolls on with some serious, enthusiastic, cool heads putting some serious time and energy into events and Club Motorsport. They are keen to continue and I am keen to stay involved mentoring these enthusiastic younger members. Several are now pursuing more experience in events organising and Club Motorsport.

Ginga's Sub 3 Zero Navigation Run was an extremely well run, well planned, precision event by one of the S3Z founders Ryan Morgan. He enlisted his family and the rest of the S3Z crew to assist in this inaugural event. It will be run again with some fine tuning to make it easier and with a proper lead time it will definitely be something all members won't want to miss.

Sub 3 Zero "BM Tech" Kart Challenge 2010 is already under way with the first round competed on July 18th at Ace Karts. This is a well thought out competition based on weight classes to ensure the smaller and lighter members don't over enjoy their power to weight advantage.

See the Events Forum for details on the rest of the Kart Challenge for 2010. All the 2009 Sponsors are again involved and there are prizes and trophies again this year. Huge fun for the cost, discounted rates and upgraded karts, don't miss out!

Dyno Day in August had a poor booking rate so this has been postponed till later this year. We have to guarantee a minimum turnout to be viable for the sponsor and MPC. Thanks to Evershine and Melbourne Performance Centre for their ongoing support.

Founders Day Dinner was a very special event this year. On behalf of the Committee and personally, I sincerely thank Stewart and Evelyn Garmey for their efforts in putting together a fantastic "Founders Day Dinner" for the approx. 75 participants. Founders Day Dinner may not sound like much... unless you have not been to one that is! This year's was an exceptional night in an exceptional setting and of the several June and I have been to, the best so far.

Continued on the next page



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PRESIDENTS REPORT

Continued

Roving Monthly at Cranky's (Crankshaft Rebuilders). Due to OH & S this needed to be limited to 30 participants, but don't despair, we promise there will be a repeat for those wanting to see what they missed. It was a great club night where we saw first hand the manufacturing of custom built crankshafts in an old workshop in Blackburn. Our host Ian Shugg threw on a BBQ, and Mick and the team from Cranky's made this a real night and a half for the technically minded.

Roving Monthly at BMW Australia had a great turnout! Approx 80 members and guests were treated to a great night of "BMW Show and Tell". Feedback again from Members and BMW Australia representatives was "the best night at HQ Mulgrave yet".

Thanks to the S3Z crew, Allison Morris, for event assistance and my daughters for their assistance to launch our new Club Apparel 2010 range which drew many comments of approval from Members and was much admired by some representatives of BMW Australia. Many thanks to Erin Burle, Piers Scott, Michelle Lang, Paul Ryan, Phil Austin and Todd Stanton from BMW Aust. for their considerable efforts to make it so special for us all.

The roving monthly at ACE, The Automotive Centre of Excellence, was fantastic. It is that large new building on the south west of CBD you would probably have noticed as you drive past on the way to the Westgate Bridge. Last year's Roving visit to Melbourne Uni was so well received this was a must do. The emphasis was on the Trades training offerings and a tour of the facility to view the state of the art equipment and training. We were shown behind the scenes and capably guided around by Anthony Leydin, Marketing Manager.

Kangan Batman provided us with a room for our club business meeting and tea and coffee. The facility is in full operation but this amazing place is only Stage 1. Stage 2 when completed will boast the largest Dyno machine in the Southern Hemisphere. We are invited to come back when Stage 2 is completed. Some took advantage of the "Club Meal Deal" earlier at the salubrious Lounge Bar of "The Nixon" just down the road. Thanks to Laura for the offer which was enjoyed by many more of us after the event. The meal was great!

Other events which need a mention are the Ohtooze Annual Crooze, thanks to Doug Read and Tom Morrison for surveying and planning another (the 2nd) superb Ohtooze Cruise in June, Rod and Val Smith for the April Macedon Cruise, Allison Morris and Logan Leatham for surveying and planning Xmas in July. The routine Monthly Meeting in July at The Tower was "Collectables Night". Thanks to all who bothered to "show and tell" Stewarts model car collection was very impressive, Rod's collection, Ivan's ancient shock absorbers, good stuff!

Motorsport, Winton Sprints. Once again a successful event with a majority contingent from NSW. Belly is hoping to show our NSW brothers we are just as keen to participate so let's just do it and get a group going North.

Additions to the Forums recently are a new offering to members. All offers are conditional on proof of membership. Carrying your new Club Membership Card will be something you will want to do. Have a look under Trading on the Forums where you will find added forums. Merchandise, Club apparel, and some offers from BMW and Club Service Providers for all sorts of discounts conditional on proof of membership. I shall be expanding this forum content over the next 12 months to try to ensure your member card is something you regard as more valuable than ever.

The new membership cards will be something you should be pleased with. Many thanks to Jenna who put weeks into researching, sourcing the right equipment to suit our needs and then negotiating a very good deal for the Club.

The Club Constitution has after several years of failed attempts finally had the much needed housekeeping overhaul. Unbelievably, several years of debate and political posturing over semantics has made sensible changes a contentious issue. Our Secretary Tony Whelan persevered, putting many hours into making this work and we shall all benefit. The changes were well overdue and I'm pleased to say this became a united mission with a pleasing and successful outcome for our Committee.

There is an upcoming event which everyone must put in their calendar. Last February we had an incredible experience and very soon we will be taking bookings for Valentine's weekend 12th and 13th Feb 2011. Watch the forums for more info. You will not beat this bang for buck weekend away.

Continued on the next page

PRESIDENTS REPORT

Continued

Have you made it this far without falling asleep? If so then you can see how much work has been done on the outside, therefore probably gauge how much goes on otherwise. Finally, it has been a hugely worthwhile experience over these last two years. Sure, I admit it was a jump in the deep end for me. I had no intention of being President but shot myself in the foot. There are many positives and I'm hoping every member who did participate enjoyed what has been achieved. Our only reward in real value is your enjoyment and sharing in it.

Please remember it is your Club, so get involved and share the rewards. There are too many good people, who's company and common BMW passion, are there for you to share to be saying "...Wonder what that event we missed was like??" I'll leave you all with this, it is where we started the voyage, so thanks for all your support and encouragement over the last two years.

Dave "Ned" Cheong

BMWCCV Tour of Tasmania Update

Contrary to any rumours that may be floating around, we are definitely going to Tasmania this year for the Melbourne Cup Weekend, as we now have a few booking deposits coming in from members.

The other good news is, now that we are getting closer to the time of departure, we have been able to obtain some better pricing from the Spirit of Tasmania and some of the accommodation venues.

We can now offer the following combination of previous options for the lower price of \$1,272.00 per person twin share:

Ice breaker nibbles and drinks at Beacon Cove.

Return trip in a porthole cabin on the Spirit of Tasmania including 1 car space per couple.

Breakfast at Sheffield.

Light lunch at Killynaught Cottages at Boat Harbour.

Chairlift ride at the Nut.

Accommodation at Stanley Seaview Inn including 3 course dinner and full breakfast.

Accommodation at Cradle Mountain Chateau including lunch, 3 course dinner and full breakfast.

Mole Creek Caves Tour.

Lunch at Elizabeth Town Raspberry Farm.

Accommodation at Launceston Country Club Villas including Country Club Buffet dinner and full breakfast.

The above includes port hole cabins, the lunches and the better accommodation at Launceston that were previously all listed as options. The only real option now is if you wish to upgrade to the Pencil Pine Cabins at Cradle Mountain Lodge in lieu of Cradle Mountain Chateau. Please see the attached flyer and itinerary for more detail.

Of course there is also the option of driving around Symmons Plains Racetrack as listed in a previous posting. There is also an opportunity to obtain a discount of \$25.00 per person if two couples were willing to share a two bedroom villa at the Launceston Country Club.

We need to confirm final numbers in the very near future as this time of the year is very popular with car and bike clubs all doing similar trips to Tasmania. The closing date for deposit bookings has been extended three times, so I do not think we can hold them open for much longer.

As you can see, this represents real value for money and if the cost was a deterrent previously, please give this trip serious consideration.

If you do not get your deposit booking in by 2/8/10 you will miss the boat quite literally and will have to wait another couple of years until we venture down to Tasmania again. Please give me a call on 0418 509171 or email secretary@bmwccv.com.au if you have any questions.

Tony Wheelan



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:

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: ☐/isa ☐astercard

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 Email: secretary@bmwccv.com.au
Allison Morris, 0427 555526 Email: specialevents@bmwccv.com.au

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

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
Night	Dinner and stay at Launceston Country Club Villas	Dinner	Dinner at Ball and Chain Restaurant
		Night Option A	Mountain Side Room, Wrest Point Hotel
Tuesday	2-Nov-10	Night Option B	Waters Edge Room, Wrest Point Hotel
Morning	Option of Symmons Plains Raceway or Winery tour of Tamar Valley		
Lunch	Symmons Plains or Pipers Brook Winery	Saturday	6-Nov-10
Afternoon	Melbourne Cup	Morning	Salamanca Markets
		Lunch	Salamanca Market Cafes
		Afternoon	Drive via Campbell Town to Devonport
		Night	Sail across to Victoria on Spirit of Tasmania
For those doing the 4 day, 5 night tour			
Night	Sail across to Victoria on Spirit of Tasmania	Sunday	7-Nov-10
Wednesday	3-Nov-10	Morning	Arrive Melbourne
Morning	Arrive Melbourne		
For those staying on for 8 day tour			
Night	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 Porthole Cabin, 1 car space per couple, accommodation as listed, evening dinners as listed, full breakfasts, lunches as listed and entry to the Nut Chairlift and Mole Creek Caves.			
Note: Petrol and Drinks and 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
		\$446.00	single supplement
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 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

SUB 3 ZERO GO KART CHALLENGE

The “BM Tech” Sub3Zero Go Kart Challenge kicked off to a wet and competitive start, race drivers braved the brutal cold of the twilight round at Ace Karts Sunshine with a positive attitude!

Despite best efforts, there were many spins as every corner was a fight to find the elusive racing line. After a cold practice session and two races it was clear Leo Ng was champion of the day, creating a staggering lead of just over 1 second a lap on all the other drivers.

The next round of the Sub3Zero Go Kart Challenge will be on the 19th of September, at Le Mans Go Karts Dandenong. A challenging tight track that will make the event unforgettable.

Following Le Mans there will be the final round sponsored by BM Autowerks at the Phillip Island circuit! There couldn't be a better way to end the Sub3Zero BM Tech Kart Challenge for 2010, so make sure you book early, this is a sell out!

See the forums for all the details, trophies and prizes are awarded for winners of each weight class!

Matt Roberts

AUGUST MONTHLY ROVING MEETING AT ACE

“If at first you don't succeed.....” When I first approached Automotive Centre of Excellence enquiring about a tour of the facility I was told in no uncertain terms, what I had conceived in the style of event, simply would not be possible due to after hours staff costs.

Perseverance paid off when I met Anthony Leydin. We all owe a huge thanks to Anthony for going the extra mile, twisting administration arms, and simply making it happen. There is no doubt this required some persuasion and effort. Nothing was too hard for Anthony and it is rewarding to meet such an energetic, positive and focused person. Sincere thanks Anthony for a great and informative evening.

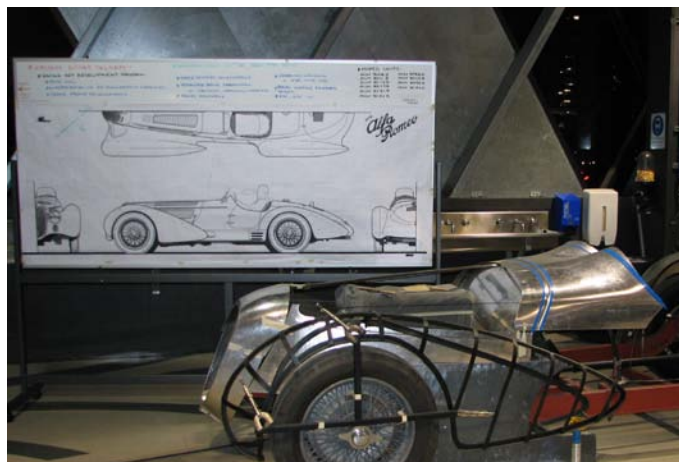
We were privileged to tour a very modern state of the art, purpose built, modern trades training facility, albeit Stage1. Stage 2 presently under construction will be a repeat visit and promises to be something very special also as it will house the largest truck size Dyno in the southern hemisphere.

The ACE Kangan Batman facility is built beside the old Gasworks building which now houses the Lindsay Fox car collection just off Wurundjeri Way. Some fifty years ago this site was occupied by a Shell Service Station and Mechanic's workshop owned by my father. I used to work there on Saturday mornings for pocket money. It was incredible to see what has become of that plot of land today. Anthony led the tours and we saw the most up to date equipment and works in progress in a very impressive modern and pristine (relatively speaking) environment.

Thanks again to the volunteers, for without you all there would be no event. Leo Ng, Chris Cheong, Wendy and Graeme Eime. As usual, Evershine have again provided the monthly door prize of waterless car care products, thanks Michael Beck, and finally thanks to Laura at “the Nixon” for the great Club Meal Deal to finish off a great night.

Dave “Ned” Cheong

Top Marque 8



CLUB LEVEL MOTORSPORT

For many of our members, Motorsport is considered an expensive and, for obvious reasons, a high risk pastime. Whilst this is a reasonable assumption, and good reasons not to get involved in this pastime with your very valuable late model BMW, there are many who believe these issues can be overcome without too much difficulty. Let me explain.

With the advent of E30 racing in the early 2000's many members have since realised that these 1980's bimmers can be quite an attractive option for entry into the motorsport arena without sacrificing the excitement and driving characteristics of a BMW.

The E30's were introduced in 1983 with production finishing in 1991. Whilst the car changed little during its 8 year run a wide variety of engines were available with varying power outputs. The body shape remained basically unchanged with the main 2 variants being the chrome bumper models up to 1985 after which the composite bar models were introduced. Model variations include; 318i M10 & M40, 318is M42, 320i M20, 323i M20, 325i/is M20, 325e M20.

European models not imported to Australia included the 320is and the 4wd ix. From 1987 the M3 S14 was introduced primarily as a purpose built race car that incorporated many performance upgrades and was easily distinguished by its bulging front and rear wheel arches. This wonderful little car, the first generation of the M3 is still the most successful production touring car ever built, testament to how good they are still.

Over the past 10 years an increasing number of club members throughout Australia have embraced the E30 concept with the result that lots of these cars regularly attend our motorsport events and in fact run their own race series in Victoria with the Victorian State Motor Racing Championships.

Whilst E30's can easily be purchased from \$1000 to \$5000 (except M3s and IS' models) dependant on model and condition, preparing one of these cars for entry level track days can be as simple as upgrading brake pads and tyres and including some additional basic safety measures.

For those wanting something a little more competitive around \$10,000 should get you into a 6 cylinder model with some suspension and brake upgrades, race seat and harness, track tyres and wheels.

To fully prepare a car with cage and everything to go racing you could part with up to or over \$20,000 but still it is cheap for what you get in terms of enjoyment and bang for buck.

Also whilst not in the true BMW tradition we are seeing an increasing number of hybrid E30's incorporating turbos, different motors and even V8's regularly appearing within classifieds and on Ebay.

The advantages of the E30's include: Low purchase price and availability, Robust construction, Ease of driving (RWD), Predictable handling , Parts availability and low cost, Reliability and Easily modified .

The 2nd issue of driving ability and risks associated with driving cars at speed is very valid particularly for many of our more mature members. In conjunction with an increasing number of people taking to the racetrack, there has also been an increase in the number of motorsport and driver training programs being established. Our Club is one of the most active clubs in Victoria for Driver Training both on Skid Pans and on Tracks. For someone considering motorsport events these one on one driver training days can make a considerable difference to your confidence and ability behind the wheel.

What I have tried to emphasise here is the fact that you don't need a late model M3 and lots of money to enjoy club motorsport as some of our quickest cars are in fact older ones. Sure there is some fierce competition at the pointy end of our club motorsport grid but not all members are chasing trophies and accolades. Many just seek the enjoyment of improving their own ability and ultimately lap times. It is pleasing to see that many members have embraced this concept in recent years and whilst it does come with a certain amount of expense this is certainly outweighed by the enjoyment and increased driving capabilities gained.

So if you have been contemplating having a go on the track, the time to do it is now. There are plenty of club supported events at all tracks in Victoria to participate in, from driver training to Hillclimb to Motorkahna to Sprints right on up to State level racing and beyond. If you are still a little hesitant why not come to one of our track or skid pan days and see not only how much fun it is but how safe and cost efficient it can be.

To experience firsthand what is available at our club track days, what goes on and why this sport is growing at such an increasing rate, chat to Graeme Bell or Oliver Lindsaar or any of Motorsport addicted members.

Graeme Bell

Motorsport Captain and Driver Training Co-Ordinator

Adjusted and reprinted from original article printed in Qld club magazine with permission



LIMITED PRODUCTION M3 ANNOUNCED

Limited-edition BMW M3 Coupé and Sedan, designed specifically for the Australian market and aimed at the brand's most sports-oriented driving enthusiasts. The Pure Edition offers sporty enhancements to highlight the athletic appeal of this iconic sports car at an attractive price.

Highlights include 19" M Double-spoke light alloy wheels finished exclusively in Black High-Gloss with 245/35 R19 tyres up front and 265/35 R 19 tyres at the rear, bonnet air intake in Black High-Gloss, BMW Individual kidney grille in Dark Chrome, BMW Individual side gills in Dark Chrome, and BMW Individual exhaust tips in Dark Chrome.

This special edition is offered in Alpine White and Black, however customers can also select from a multitude of metallic colours as cost options, including Le Mans Blue, Silverstone, Space Grey, Melbourne Red, Jerez Black, Mineral White and Interlagos Blue.

Standard upholstery is a unique and distinctive Anthracite cloth with Black leather combination to extend the sporting theme into the interior of the vehicles. Headrests are crafted from black Novillo leather and are embossed with the BMW M symbol.

The M3 Sedan and M3 Coupé Pure Edition with manual transmission are available to order in the limited production run of 50 units each from \$135,000* and \$148,300* respectively. The first customer deliveries are expected early in 2011.

The BMW M3 features a 309 kW V8 engine. Peak torque is 400 Nm. The BMW M3 Coupé sprints to 100 km/h in 4.8 sec (4.9 sec for the Sedan), while fuel consumption for both models in the EU test cycle is 12.4 litres/100 km.

All M3s, including the Pure Edition, feature the signature variable M differential lock – with up to 100 per cent locking action with fully variable action whenever required, which provides perfect traction for the rear wheels.

Brake Energy Regeneration as well as Automatic Start / Stop function are also standard across the entire M3 range, as well as high-performance ventilated and perforated compound disk brakes. Like other M3 Coupés, the Pure Edition also features a lightweight carbon-fibre roof.



BMW PRESS CLUB

JULY ROVING AT BMW AUSTRALIA

Another great club night and a huge 80 plus turnout! Sincere thanks to our hosts BMW Group Australia and the irrepressible energy of Erin Burl - BMWGA Corporate Communications, Piers Scott -PR and Corporate Communications Manager, Michelle Lang - Product Communications Manager, Paul Ryan - Sales and Product Training Manager, Phil Austin -Technical Training Manager and Todd Stanton - Technical Training.

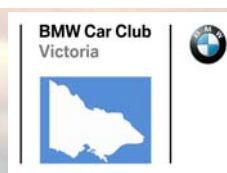
What a fantastic display you all put on for us and we do appreciate the extra hours and hard work you had to endure just so that we could come to your workplace and gawk. The feedback has been fantastic and encouraging. Again thanks to everyone for pitching in. The Sub 3 Zero guys and gals are always cheery and awesome and seem to revel in a "Just Do It" situation. Nights like this make all the volunteers efforts and planning worthwhile when we see you all enjoying yourselves.

The displays laid out for us in the training centre and the demonstration of the active suspension was fantastic. We were all able to see many things not normally seen of the inner workings of our BMW's.

Special thanks to Allison "Special Events" and Logan, Chris, Tahli, Adrienne, Rory and Matt. There were many others who assisted and thanks there too also our Raffle Queens, Wendy and Jenna did a good job also. Who else but Tony Whelan won the first prize of a new "Haunted" parka from the exciting new 2010 Club Apparel range. And again, as always special big thanks to Michael "Becky" Beck from "Evershine" for the Monthly car care door prize.

Dave "Ned" Cheong

BMW Car Club Victoria



Christmas Lunch Cruise :: Sunday 28 November 2010



The President, Executive and Committee invites all members, family and friends to join them on the Club's Christmas celebration on board MV *Lady Cutler*

Meet at the vessel, Shed 9, Central Pier (directly opposite Etihad Stadium at Docklands) 11.30, sailing 12.00, returns 3.00 pm.

Dress to impress, parking on the pier, \$15.00 per car.

Drinks are available on board to guest's account.

Enjoy a two course Carvery Lunch:

Members \$40.00 | Guests \$45.00 | Children under 12 \$20.00

Bookings close Friday 19 November to

stewart@tradelanes.com.au / fax 93303305

Admission is by advance booking and payment only. No late bookings and cancellation refunds will be at the discretion of the Club Committee.

BMW Car Club of Victoria: Christmas Cruise 2010

Member/s: Guest/s:

Contact Phone Number:

Payment:	Lunch Members x \$40.00 head	\$.....
	Lunch Guests x \$45.00 head	\$.....
	Lunch Children under 12 x \$20.00 head	\$.....
		TOTAL	\$.....

Payment Methods

☐ Cheque ☐ Direct Deposit ☐ Credit Card ☐ VISA ☐ MC

Payment Amount	\$	
Card Number		Expiry Date /
Card Holder Name	Signature	
Direct Deposit	BMW Car Club of Victoria	
	Bank: Westpac BSB: 033132	Account: 219267
	Details: (Your Surname) & Christmas Lunch	
Cheque	Made out to BMW Car Club of Victoria	



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The BMW 3 Series has always been a driving force in innovative design. And with the introduction of an Innovations Package, the 3 Series has met its match, perfectly.

With features like high beams that automatically dip when they sense oncoming traffic and Bi-Xenon headlights that can see around bends, you'll discover innovations at every turn. In addition, the package includes a USB/audio interface and headlight washer system, plus satellite navigation, which alone is equal in value to the entire package.

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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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NEWS: We have just opened our new **Essendon workshop** at 290 Keilor Road Essendon North. Call Rob on (03) 9379 8810

BM Tech

Canterbury Essendon

BMWCCV COMMITTEE MESSAGE

Thank you from the Outgoing Committee

On behalf of David Cheong and the outgoing committee, we would like to thank you all for supporting the club over the last 2 years. We send our best wishes to the new BMWCCV Committee for 2010/2011 and hope that members enjoy the club.



James Turnbull "What's in your Garage" MEMBERS REQUIRED

Do you have a collection of cars that you would be interested to share with our Members? Jimmy started a new article in issue 121, which featured Stewart Garmey as our first highlighted member.

We got positive feedback and there was a call for more, all he was lacking is people who wanted to be interviewed! We are looking for willing participants to contact Jimmy, please feel free to send an email to editor@bmwccv.com.au

For Sale

1988 BMW E30 320iC

New Luxor Beige Metallic paint,
5 x refurbished BBS Cross-spoke 14" rims
Good condition tyres
New suspension bushes and shock absorbers
Very neat black leather interior
Hood replaced a few years ago.

Complete with dyno sheets, RWC and reg to
03/11 358k kms. \$8500.00

John Gould
0403 373 691



Join the '02 Register



Phone Doug Read on tel:03 9729 4054

TREASURER REPORT 2009/2010

How time flies! Another year of being Treasurer has passed and the club is in an even stronger position than last year. We found and recovered advertising which was previously uninvoiced (and therefore did not appear in the financials), we have managed to save more costs by becoming more efficient and earn extra income by using our bank facilities effectively.

This has allowed us to subsidise some spectacular events such as Founders Day 2010 which I think all involved would agree was the event of the year! It also puts us in a strong position to have a great Christmas event and sets us up for the big ticket events next year which we can be subsidised below cost for members.

Full financials can be found on the following pages, along with explanations of significant items. The financials are currently being audited and this is expected to be done by the time this goes to print. Please feel free to email me or the committee if you have any questions.

One of my goals has always been to build up a very large cash surplus for the club which not only ensures our longevity in tough times and decreased member numbers but also to earn significant amounts of interest income which can go towards our significant running costs (many of which are fixed). This leaves member's funds to pass back on to members through subsidised events and also allows the club to take risks such as booking expensive race tracks for driver training and motorsport, something individuals or small groups would not be able to afford.

I feel this year we have gone a significant step towards achieving this and I hope the next treasurer and committee will continue along this path. Yes this means I have not stood again for treasurer this year. That being said I will be around to help the next committee and have also offered to prepare the end of year accounts for the next treasurer and to act as a backup (something I wish I always had in the role!). You never know, I may pick up the role again in the future.

I would like to thank the outgoing committee for all their support and hard work. I would also like to especially thank those on committee who always went out of their way to make my life that little bit easier with my role even if it meant their workload would be increased, you know who you are.

Over the next few months, Jenna and I are embarking on a bit of a Eurotrip through Germany, UK, Austria, Czech Republic, the Netherlands and Hungary. This is going to involve plenty of driving (including a road trip), car factory visits (Aston Martin and hopefully BMW), popping our Nurburgring cherry and beer tourism (which is a nice way of saying consuming lots of beer, for education purposes of course).

I hope to have some great stories for the coming magazines and some that might need to be saved for the right occasion after a few beers and even some that I won't remember myself but will have to be reminded of by my travelling partners.

As they say in Germany, bis bald (literally translated as until soon).

Marc Marshall

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BMW Car Club Of Victoria Inc Balance Sheet.					
ASSETS	30-Jun-2008		30-Jun-2009		30-Jun-2010
Current Assets					
Bank Accounts					
Westpac Cheque			31282.81		10953.06
Westpac Savings			24769.54		68059.10
ANZ Cheque Account	10744.36		585.00		0.00
ANZ Savings Account	22863.90		0.00		0.00
Andrew Gordon Bequest a/c	6347.82		6679.25		6960.14
Total Bank Accounts	39956.08		63316.60		85972.30
Accounts Receivable	15590.00		5092.50		7650.00
Merchandise Stock	1484.00		908.87		2441.22
Prepayments	8575.00		11900.00		14880.00
Cash Advances (Membership)			200.00		200.00
Total Current Assets	65605.08		81417.97		111143.52
Fixed Assets					
Motorsport Equipment	7809.00		7809.00		7809.00
less Depreciation	-5650.20		-6596.20		-7542.20
Total Motorsport Equipment	2158.80		1212.80		266.80
Plant & Equipment Assets	11396.79		11396.79		14667.07
less Depreciation	-4225.21		-6702.21		-8939.21
Total Office Equipment	7171.58		4694.58		5727.86
Total Fixed Assets	9330.38		5907.38		5994.66
TOTAL ASSETS	74935.46		87325.35		117138.18
LIABILITIES & EQUITY					
Liabilities & Accruals	350.00		9227.55		10797.54
Attendees Deposits	8000.00		0.00		2630.00
Equipment Deposits Held	100.00		0.00		0.00
Taxation Accruals	559.40		-720.80		-877.80
TOTAL LIABILITIES	9009.40		8506.75		12549.74
Equity					
Andrew Gordon Quest Fund	0.00		0.00		0.00
Motorsport Funds Transfer	0.00		0.00		0.00
Member's Funds	55821.31		55896.31		55971.31
Retained Earnings	17320.25		10454.75		22988.39
Current Year Surplus	-7215.50		12467.54		25628.74
Total Equity	65926.06		78818.60		104588.44
TOTAL LIABILITIES & EQUITY	74935.46		87325.35		117138.18

BMW Car Club Of Victoria Inc - Profit & Loss Statement.

	2007/2008	2008/2009	2009/2010	Notes
Membership Fees	24036.20	29364.56	22905.00	
less				
Membership Expenses	1244.17	2097.95	983.23	
Administration	1205.20	1045.00	1160.50	
Advertising	639.23	469.36	539.36	
Affiliation	1483.00	1599.70	1523.00	
Ballarat Chapter	1031.00	0.00	0.00	
Bank Charges	746.93	867.91	685.67	
Committee	1952.01	1039.16	488.44	
General Expenses	8113.93	303.43	1027.81	
Insurance	699.50	837.75	682.60	
Monthly Meetings	1886.99	3203.07	798.90	1
Tasmanian Chapter	0.00	1254.00	0.00	
Trophies	218.00	140.00	0.00	
IT- Forum, Repairs & Maintenance		594.85	480.00	
Telephone		605.69	0.00	
Raffle Prizes		13.00	435.20	
	19219.96	14070.87	8804.71	
Net surplus from Membership Fees	4816.24	15293.69	14100.29	
less				
Driver Training Expenses	7729.00	26629.41	14506.05	
Driver Training Receipts	8517.90	21391.00	17954.50	
Net cost of Driver Training (surplus 07/08)	-788.90	5238.41	-3448.45	2
Motorsport Expenses	18441.04	34793.53	16926.80	
Motorsport Receipts	12648.90	34265.40	15897.00	
Net cost of Motorsport	5792.14	528.13	1029.80	3
Event Expenses	69136.93	7677.17	25286.71	
Event Receipts	58209.50	7349.25	17255.00	
Net cost of Events	10927.43	327.92	8031.71	4
Magazine Expenses	20565.59	15658.68	8260.93	
Magazine Receipts	23577.50	20340.00	24577.50	
Bad Debts			720.00	5
Net cost of Magazine (surplus 08/09)	-3011.91	-4681.32	-15596.57	6
Merchandise Purchases	200.00	1548.38	277.15	
Merchandise Receipts	900.00	490.00	264.00	
Net cost of Merchandise	-700.00	1058.38	13.15	
Net operating surplus	-7402.52	12822.17	24070.65	
plus				
Bank Interest	1941.62	1627.37	2589.09	7
Raffles	1089.00	727.00	1831.00	
Miscellaneous Income		714.00	321.00	
Net Ordinary Income	-4371.90	15890.54	28811.74	
Less depreciation	2261.00	3423.00	3183.00	
Less Tax on Interest	582.60	488.21	0.00	8
Net Income (- Loss)	-\$ 7,215.50	\$ 11,979.33	\$ 25,628.74	

Notes to the accounts

1 Costs were reduced as many events were sponsored by hosts

2 This is a surplus which represents strong attendance at DECA days

3 This is a deficit, easily offset by driver training activities

4 Relates to the following significant subsidies:

FDD 2010 \$5481.21 (significant portion was a budgeted loss by committee)

BMW Aust 7/6/10 \$1505.56 (all unbudgeted and unapproved)

Bundoora Monthly \$560.46 (split cost with Doncaster dealer)

SNS 09 \$352.80

X-mas 09 \$539.60

There were some events which made a good surplus, mainly S3Z due to sponsorship

5 Bad Debt PDR Tek as mentioned in last years financial report

6 \$8910 relates to invoices that should have been in previous years but were recovered last year.

7 Up due to moving more cash into higher interest account. Long term goal was that interest offsets operating expenses.

8 My current advice is that we may no longer need to pay this, TBA by auditor for future years



BMW Australia Confirms 5 Series Diesel Models

BMW Group Australia today announced the addition of two new diesel variants to its critically-acclaimed BMW 5 Series range.

The new BMW 520d Sedan and BMW 535d Sedan bolster a portfolio of BMW diesel vehicles already available in Australia, renowned for powerful engine outputs, combined with extremely low fuel consumption and emissions.

BMW Group Australia Managing Director, Mr Stavros Yallouridis said the popularity of BMW diesel models is growing rapidly in Australia. "BMW diesel engines are winning international accolades and challenging many preconceptions about diesel technology as a whole," said Mr Yallouridis.

"The combination of enormous torque, blistering power and extraordinary fuel economy from our latest diesel engines is winning many fans in Australia," he said.

The ultra-efficient 520d features a four cylinder turbo diesel engine producing a power output of 135kW and 380 Nm of torque. Despite boasting fuel consumption of just 5.2 litres per 100km, and CO₂ emissions of 137 g/km, the BMW 520d is still capable of accelerating to 100km/hr in just 8.1 seconds.

The 520d is priced from \$83,300* and is loaded with additional features compared to its predecessor, including 8-speed automatic transmission, 17" alloy wheels, electric power steering, Head Up Display, Interior trim in black high-gloss, through loading system, Park Distance Control (PDC) front and rear and active bonnet to reduce risk of injury in case of accident with a pedestrian. BMW EfficientDynamics technologies available on the 520d include low rolling-resistance tyres, brake energy regeneration, and air vent control.

The new diesel hero model, the 535d, offers extreme power with its straight six-cylinder engine featuring BMW TwinPower Turbo technology producing 220kW and a whopping 600Nm of torque. The new BMW 535d sprints to 100km/hr in 5.7 seconds while sipping just 6.1litres of fuel per 100km and emitting 162g/km of CO₂.

The 535d Sedan is priced at \$134,400* and enjoys standard specification over and above the 520d Sedan including metallic paint, 18" alloy wheels, 8-speed sports automatic transmission with Steptronic, adaptive Bi-Xenon headlights including washer system, rear view camera, electric seat adjustment with driver's seat memory function, sports leather steering wheel, Comfort Access System and 12-speaker HiFi system to name just a few.

BMW 520d and 535d Australian Pricing:

BMW 520d	\$83,300*
BMW 535d	\$134,400*

The BMW 520d Sedan is now available in Australia. The BMW 535d Sedan will be available in BMW showrooms from November.

*Manufacturer's Recommended List Price is shown and includes GST and Luxury Car Tax (LCT) but excludes dealer charges, stamp duty, statutory charges and on-road charges which are additional and vary between dealers and States/Territories.

Customers are advised to contact their nearest BMW dealer for all pricing inquiries.

BMW PRESS CLUB



FOUNDERS DAY DINNERfrom an organisers perspective

THE CLUB's birthday is celebrated in June each year ... President Ray Julian instigated the idea back in 1995 when the first dinner was held at a Box Hill restaurant. The theme for the evening has always been to use the opportunity to celebrate in style, and this has been carried on through a number of venues over the years. Traditionally, the Club always welcomed guests from BMW Group Australia and the dealer network to say "thank you" for their support.

The Club's 30th birthday this year was no exception and in fact, demanded that little something extra. Evelyn and I had been to a Degustation Dinner at Rupertswood Mansion in Sunbury and were so impressed with the decor, ambience and quality of the dining we thought it would make the perfect venue for our celebration dinner, and the Club's committee agreed.

Rupertswood is a story in itself ... it was the almost baronial home of John Clarke, an early grazier who's estate stretched from Clarkefield in the north to Williamstown in the south, a spread of some 31000 hectares!! Built in 1870, it was the real seat of power in Victorian Victoria and it is said that while Parliament sat in Melbourne, the decisions were made at Rupertswood.

The estate boasted its own army and to this day, one of its artillery pieces guards the approaches to the magnificently restored mansion. The estate had its own railway station on the line to Bendigo and is now world famous for its part in the game of cricket for it was here that Lady Clarke burned a set of bails after a friendly match between England and Australia to create ... The Ashes. Today, the mansion is leased by mine hostess Margaret McLelland and is part of Salesian College.

The date was set at 19 June and the menu decided upon ... a Degustation Dinner of six small courses of the finest food imaginable. Evelyn and I have known Terry Dean and Gary Carruthers for many, many years and there was no decision to be made on who should provide the music for the night ... Dean and Carruthers. BMW Group Australia supported the event through its Principle Event Support Programme with the provision of a fine array of gifts for those attending. Similarly, Doncaster BMW not only bought a table for its staff to enjoy the evening too, but contributed a fine collection of gifts, enough that every booking received something as a memento of the evening. It might have been a pad and pen, but it could just as easily have been a BMW travel case or Doncaster jacket!

Seventy-three members, family and friends enjoyed the evening of dining, dancing, gifts and the occasional drink. Early in the evening, the committee executive made the decision that the Club would 'pick up the tab' for the evening's drinks in recognition of the importance of the event. Many stayed overnight in the sumptuous B&B accommodation available at the mansion, and shared, I believe, a rather quiet breakfast the next morning!

We were honoured to host Erin and Peter Burl, and Piers Scott from BMW Group Australia, and Shauna and Ingo Reisch from Doncaster BMW as our special guests. And so it was that many months of hard work culminated in a fabulous night for Club members. I pay special tribute to so many ... Margaret McLelland and her team of professional kitchen and waiting staff, Terry Dean and Gary Carruthers for their (always!) fantastic music, BMW Group Australia and Doncaster BMW for their unstinting support, Evelyn for making the decisions easier and to everyone who took the time to look so elegant in attending. A special thank you to the Club Executive for their generosity in providing drinks for the night, too.

Downside? I guess it would have been nice had more members attended such a special event, or if our dealer friends had accepted their invitations to join us so we could say 'thank you' to them again. But, that's the way it is, perhaps next year?

Stewart Garmey

WHAT A NIGHT!!

On Saturday 19th June, 2010 my husband Ray and I attended the BMW Car Club Victoria Founders' Day 30th Anniversary Dinner at Rupertswood Mansion in Sunbury. Our friends Stewart & Evelyn Garmey invited us.

Well how lucky were we, not only did we spend the evening at the most remarkable venue, with its old world charm and ambience, we were fed the most scrumptious "degustation menu" 6 courses of culinary delights, magnificent wines and to top it off entertainment by Dean & Carruthers who had us dancing all night. If that wasn't enough, Ray and I were lucky enough to win the major prize of the evening, overnight stay at Rupertswood Mansion together with complimentary breakfast. Just the thing to help us celebrate our 36th wedding anniversary on the 3rd August.

Congratulations to the organisers of this wonderful event, so looking forward to next year, the bar has been set now!!!!

Kim Westcombe

Top Marque 22



GERMANY 3, FRANCE NIL

Richard Batchelor discusses his visit to this year's Le Mans 24 Hours

The circuit is 13.629 kms long, about two-thirds being public roads closed for the occasion, the remaining third (including the pits and grandstands) constructed on land owned by the Automobile Club de l'Ouest. Whilst the ACO portion of the track is billiard table smooth, the public roads are less so and the Mulsanne straight has deep grooves caused by heavy trucks, making braking for its two chicanes very hazardous, particularly at night and in the rain.

Despite Audi filling the first three places with their revised R15+ race cars it was not a boring race. In qualifying the four Peugeots (one of which was run by the Oreca team) were over two seconds a lap faster than the Audis and could go one lap further on a tank of diesel. The Peugeots were blindingly quick, weighing 930 kgs and powered by 5.5 litre V12 diesel engines with twin Garrett turbos, Sebastian Bourdais taking pole position. The Audis were mechanically similar, with 5.5 litre V10 turbocharged diesels. The engines of both cars produce monumental torque and their acceleration out of corners had to be seen to be believed. They are also eerily quiet.

The only serious opposition to the diesels in LMP1 class was expected to come from the Lola-Aston Martins, with their naturally aspirated 6 litre V12 engines running on petrol. They sounded magnificent but unfortunately were about 4-5 seconds a lap off the pace. This was no surprise – the rules currently favour diesels, despite modifications to the 2010 regulations requiring smaller air restrictors. Nigel Mansell and his sons Greg and Leo in a 4.5 litre Ginetta-Zytek were also favoured but a deflating tyre pitched Nigel into the wall 17 minutes into the race. Another car to shine early was 2009 winner David Brabham's 3.4 litre HPD-Honda in LMP2 class but various problems saw them finish the race near the tail of the field. The category was won by the HPD-Honda of the UK Strakka team.

Mansell's crash brought out three (!) safety cars simultaneously, one of which inserted itself between the leading bunch of Peugeots and the closely chasing Audis, then slowed right down and allowed the French cars to gain about a half lap advantage when the race re-started!

Although Peugeot's lead car had already dropped out when I went to bed late on Saturday night, the French manufacturer still appeared to have a stranglehold on the race. However they soon lost another car and mechanical problems caused long pit stops for the remaining two cars. By Sunday morning two Audis were in the lead, with the two Peugeots circulating flat out and closing the gap.

Around noon the last remaining factory Peugeot blew up in spectacular style, leaving the Oreca car as Peugeot's last hope. French honour now rested on the slender shoulders of former A1GP star Loic Duval but in the 23rd hour, shortly after he had set the race's fastest lap of 3:19.04 (or 246 km/h!), flames shot out from the car's exhausts and the Peugeot challenge was over. The last hour saw the Audi factory team circulating in formation as numerous French spectators made an early departure. At 3.00 pm the winning Audi crossed the line, etching the names of drivers Mike Rockenfeller, Romain Dumas and Timo Bernhard into the history books as victors in the world's greatest car race. They covered a record 5410.7 kms.

GT1 class honours went to the 10 year old Saleen Ford of the Labre team, outlasting two Corvettes, three Ford GTs, a Murcielago and an Aston DB9. GT2 class saw a Corvette heading to victory until its driver received a severe "chop" from Peugeot and ex-F1 driver Anthony Davidson, sending the Corvette into the wall. Much was expected of the Jaguar XKRS after the company sponsored Friday night's spectacular drivers' parade in the Le Mans town centre, complete with C, D and TWR Jaguars on display.

Continued on the next page



Lola-Aston Martins had the best sounding exhausts. Here one is lapping the Lola-Honda (no. 25) at Arnage corner



Three Peugeots are chased by 3 Audis on the opening lap

GERMANY 3, FRANCE NIL.....Continued

Sadly, the XKRS said "tata" only four laps into the race. (Some consolation for Jaguar was the win by a TWR Jag in the historic race before the main event). BMW entered two M3s in GT2, one being involved in a major drama when driver Andy Priaux inexplicably kept on the racing line whilst nursing the car slowly back to the pits. Tom Kristensen in the leading Audi arrived at very high speed and ended up in the gravel trap. He spent 10 minutes extricating the car, costing him a ninth Le Mans win. GT2 was won by a Porsche RSR of the Felbermayr team, the team's 65 year old owner Horst Felbermayr sharing driving duties in the team's second car.

On Saturday night I took a 20 minute coach ride to the Arnage and Mulsanne villages to watch the cars on this famous section of track. Headlights were on and the sight of the Audis, Peugeots and the screaming Lola-Astons hurtling down the tree-lined French country roads will live long in my memory.

Decades of Le Mans – how speeds have increased

Year	Winning make	Drivers	Average speed km/h	Distance covered
1923	Chenard	A.Lagache/R.Leonard	92.064	2209.54
1933	Alfa 8C	R.Sommer/T.Nuvolari	131.001	3144.04
1943	(not held)			
1953	Jaguar C	A.Rolt/D.Hamilton	170.336	4088.06
1963	Ferrari 250P	L.Scarfiotti/L.Bandini	190.071	4561.71
1973	Matra 670B	H.Pescarolo/G.Larrousse	202.247	4853.95
1983	Porsche 956	A.Holbert/V.Schuppan/H.Haywood	210.330	5047.93
1993	Peugeot905	G.Brabham/C.Bouchut/E.Helary	213.358	5100.00
2003	Bentley S6	T.Kristensen/R.Capello/G.Smith	214.399	5145.39
2010	Audi R15+	M.Rockenfeller/R.Dumas/T.Bernhard	225.228	5410.71

BMW TO CONTEST INTERCONTINENTAL LE MANS CUP

Munich, 31st July 2010. BMW will contest all three legs of the 2010 Intercontinental Le Mans Cup 2010 with the BMW M3 GT2. This Automobile Club de l'Ouest (ACO)-sanctioned championship consists of Silverstone's 1000-kilometre race in Great Britain, the classic "Petit Le Mans" round in Road Atlanta (US), and the 1000-kilometre season finale in Zhuhai (CN).

In Silverstone and Zhuhai management of the BMW M3 GT2, to be driven by BMW works drivers Jörg Müller (DE) and Dirk Werner (DE), will be in the hands of Schnitzer Motorsport, led by team manager, Charly Lamm (DE). With the 10-hour "Petit Le Mans" counting towards the American Le Mans Series, BMW Rahal Letterman Racing Team, together with drivers Dirk Müller (DE)/Joey Hand (US) and Tommy Milner (US)/Bill Auberlen (US), will represent BMW in the event. The ALMS drivers will be supported by Andy Priaux (GB) and Dirk Werner.

"The Intercontinental Le Mans Cup is offering a new approach to set up a worldwide GT category," says BMW Motorsport Director Mario Theissen. "I am convinced the concept will find favour among spectators in 2010 and beyond. In Silverstone and Zhuhai our flag will be flown by BMW Team Schnitzer, while BMW Rahal Letterman Racing Team will represent us in Road Atlanta as part of the ALMS campaign. I am looking forward to three exciting races."

BMW currently is second in the GT category of the American Le Mans Series, while drivers Auberlen/Milner and Dirk Müller/Hand occupy second and third respectively in the drivers' classification. In the European Le Mans Series, BMW Team Schnitzer has to date contested races in Le Castellet (FR) and Spa-Francorchamps (BE), with the best result being fourth in Belgium thanks to the no. 79 BMW M3 GT2. This year's Le Mans 24 Hour race in France saw Jörg Müller, Augusto Farfus (BR) and Uwe Alzen (DE) placed sixth in the LM GT2 category.

For BMW the highlight of the season to date was the Nürburgring 24-hour race: Jörg Müller, Augusto Farfus, Uwe Alzen and Pedro Lamy (PT) celebrated victory, scoring BMW's 19th overall win in the 38th running of this endurance classic.

The 2010 Intercontinental Le Mans Cup

10th to 12th September 2010, 1000-kilometre race, Silverstone (GB)

29th September to 2th October 2010, Petit Le Mans, Road Atlanta (US)

5th to 7th November 2010, 1000-kilometre race, Zhuhai (CN)

BMW PRESS CLUB

MOTORSPORT ROUND 3 - SANDOWN SPRINT

Over 90 cars turned up with 18 BMWCCV members taking part ... and again, our thanks to the WRX Club for organising another great day.

It was a great day - freezing cold in the morning with no grip, although conditions improved greatly as the day went. It was interesting to watch the 4-w-d cars spinning - I always thought they had more grip than the rear-wheel-drive Bimmers... although Oliver did manage to spin on the narrow short straight between turns 3 and 4 - AND miss the armco on both sides, and then followed that up with a full 360 going down the hill into Dandenong when the WRX in front of him spun.

The BMW's cleaned up the under-3 litre Associate category again...David managed to break a gear selector, and missed the last round, letting Oliver sneak in for another under-3-litre win.

The Mobile Chicane

MOTORSPORT ROUND 4 - WINTON SPRINT

Thanks to Belly, Anton, Alan, Chris, June, Paul and Steve - for organising another great event and giving up your day for us again.

We had a great turnout - 50 entries in total, with 25 from BMW CC NSW plus a few Audi Club and other guests, resulting in a great day for all, with a little rain at the end to give drivers a run on a wet track.

My commiserations to Belly and the other volunteers who didn't get a drive...

The Mobile Chicane

E-30 RACING ROUND 4 & 5 RESULTS

ROUND 4 - SANDOWN

Well - another successful race meeting completed. A wet opening race on Saturday, then great weather for the rest of the meeting ... Lap records broken over and over - Rob Braune showed us all what he can do, with 4 wins, after dicing with Matt in every race.

Great to see entries from Michael, Reuben and Brett, and a warm welcome to John and especially Samantha (who drove very well in a car that wouldn't rev over 4500...)... great tussles and close racing throughout the field - what more can I add?

Stan led all the races in his ultra-hot non-regulation 2.8 litre car - amazing what an extra 50Kw or so will do - want to compete next year in a car that meets the rules, Stan?

... Oliver is still learning how to find 3rd gear every time off the line... but 2 out of 4 ain't bad, Ol and yes, when it's wet, you are allowed to go faster..

... Reuben and Steve experimented with what happens when a car gets tapped just around the corner from Turn 4...

... and yes, if you tap the wall, it will straighten the car out, Steve...

... and John, the first session on Saturday BEFORE the first race is "qualifying" ...

ROUND 5 - WINTON

Congratulations, Matt, on another round win!!

A great series from Sean and Rob, with Alan and Simon doing well again. Chris showed plenty of potential, with eight personal best laps set. Welcome to the Audis - we look forward to having you back again with more cars by next year.

The Mobile Chicane

BMWCCV 2010 Motorsport Championships - Round 4 Class Results										
Outright Round 4 Position	Driver	Round 4 Best times	Car	Class	Class Position Round 4	Round 4 Points	Round 3 Points	Round 2 Points	Round 1 Points	Championship Points To Date
	Class D									
16	Brian Cooper	1:48.08	E36 325	D	1	9	8	8	8	33
17	Glenn Wicks	1:48.95	330ci	D	2	8				8
	Class E									
2	Andrew Hall	1:39.28	M3	E	1	10				10
10	Marcin Moszcynski	1:44.78	BMW M3 94	E	2	9		8	9	26
11	John Damiandis	1:45.82	BMW E30 325i	E	3	8				8
12	John Angiolella	1:46.98	BMW E30 325i	E	4	7				7
13	Laurence Dell	1:47.21	BMW E36 M3	E	5	6	6			12
14	Keiren Redpath	1:47.79	BMW Z4 M	E	6	5	8	9		22
16	David Carver	1:55.39	BMW E36 M3	E	7	4			8	12
	Class F									
1	Peter Fitzgerald	1:37.23	BMW 135i	F	1	10				10
4	Phil Logan	1:41.24	BMW M3 MY 94	F	2	9	9	8	10	36
8	Gary Grenda	1:43.85	BMW M3 MY 97	F	3	8	10	9		27
	Class G									
2	Stan Armstrong	1:40.76	BMW E30 325i	G	1	10		8		18
3	Oliver Lindsaar	1:41.21	BMW e30 325i	G	2	9	10	10	8	37
5	Paul Kertes	1:41.35	BMW E30 325i	G	3	8		7	7	22
6	Simon Lyne	1:41.75	BMW E30 325i	G	4	7		5	9	21
7	David Coull	1:42.20	BMW e30 325i	G	5	6	9	9		24
9	Brian Bourke	1:44.59	BMW E30 325i	G	6	5		4	10	19
15	Bess Armstrong	1:49.75	BMW E30 325i	G	7	4				4
17	Rachel Kertes	1:56.34	BMW e30 325i	G	8	3			6	9

BMW E30RACING – BMW DRIVER'S CUP - 2010 CHAMPIONSHIP

Total Points After Round 5

ID	Car No:	Competitor	Round 1	Round 2	Round 3	Round 4	Round 5	Dropped Rounds			Ranking	
			Points	Points	Points	Points	Points	Round	S/Total	Points	Points	Position
		E30 Racing										
mm	43	Matt Martin	25	25	25	22	25		122		122	1
Ly	4	Simon Lyne	20	18	16	12	18		84		84	2
ol	98	Oliver Lindsaar	16	20	22	18			76		76	3
ss	8	Steve Seizis	12	13	14	10	13		62		62	5
ab	66	Anton Bergman	14	22	20				56		56	6
SB	28	Sean Bell	18		16		20		54		54	7
as	54	Alan Saint	15	10	12		16		53		53	8
RB	20	Robert Braune				25	22		47		47	9
gp	50	Gary Pearce	10	18			12		40		40	10
gb	24	Geoff Bowles		14		20			34		34	11
dl	77	David Levy		11	18				29		29	12
pk	42	Paul Kertes	13		13				26		26	13
MS	6	Michael Stillwell				16			16		16	14
Cb	29	Chris Bell					14		14		14	15
Cb	29	Chris Bell					14		14		14	15
ad	79	Andrew Adams		12					12		12	17
ja	5	John Angiolella					11		11		11	18
sl	33	Serge Lubicz	11						11		11	18
		E30 Production										
BB	34	Brian Bourke	22	15	14	10	15		76		76	3

A TALE OF TWO BRIDGES

If you are like most people commuting, you probably drive across some engineering masterpiece without thinking about what makes it all possible. When we make a trip to some unfamiliar place it is more likely we take a little time to wonder distractedly and risk the unwelcome contact with the vehicle in front. If you are like me, the West Gate and Sydney Harbour Bridges cause me some unease as I am inclined to look at the structures every time I cross. I have to increase my concentration and remain very alert or my fascination with the engineering could end in an unfortunate collision.

On 18 March 2007, the Sydney Harbour Bridge celebrated its 75th anniversary. The 15th of November this year is the 32nd anniversary of our West Gate Bridge, the history of which is tragic. I have to wonder what triggered the decision to spend \$20 million to light it up.

The Sydney Harbour Bridge was opened on the 19th March 1932. The building of a bridge to form a vital link from the city to Milsons Point, North Shore was proposed as early as 1815. Around the time of Federation in 1900, design submissions were invited but deemed unsatisfactory for various reasons and the momentum lapsed. Serious initiatives started after the end of World War I and Tenders were called for in 1923.

Today the Harbour Bridge ranks second or third in the world in terms of span but it is still considered to be the greatest of its type in the world because of its load bearing capacity and width. Work first began in 1924 on the foundations which are 12 metres deep and set in sandstone to take four steel thrust bearings. The foundations are each restrained by 128 cables anchored underground through U-shaped tunnels 36 metres long and dug into the bedrock at each end. Large bolts and nuts are used to tie the four thrust bearings onto their supports. This caused 800 families living either side of the harbour to be displaced without compensation.

It is interesting to note that The Sydney Harbour Bridge design had to perform functionally and be aesthetically pleasing as well so the four pylons on each corner of the bridge are not structural. The 90 metre high pylons are made of concrete that is covered by grey granite from Moruya, south coast NSW, where 250 Australian, Scottish and Italian stonemasons and their families lived in a temporary settlement.



Top Marque 28

After the approach spans were erected, work began on the main arch. Two half-arches were built out progressively from each shore with cable support and the cable anchors restraining the arches. Steel members were fabricated in the workshops, placed onto barges, towed into position on the harbour and lifted up by two 580 tonne electrically operated creeper cranes, which erected the half-arches before them as they travelled forward. There was great excitement on 20 August 1930 after the arch was successfully joined at 10pm the night before. The steel decking was then hung from the arch and was all in place within nine months, being built from the centre outwards to save time moving the cranes back to the Pylons.

The main span consumed more than 52,800 tonnes including 39,000 tonnes in the arch. Its total length including approach spans is 1149 metres and its arch span is 503 metres.

The 49 metre wide deck makes Sydney Harbour Bridge the widest Longspan Bridge in the world. The plates of steel are held together by around 6 million steel rivets the last of which were driven through the deck on 21 January. From start to finish, the SH Bridge and its approaches it took eight years to complete. This included a six months maintenance period after the opening.

- The roadway is about 51 meters and the highest point of the arch 135 meters above the average harbour water level
- The cost of the structure was paid off in 1988 after which tolls income is used for maintenance. The initial toll charged for a car was 6 pence (5c) while a horse and rider was charged 3 pence. Today the toll costs \$3.00 charged when travelling only to the South as an efficiency measure to speed up traffic flow.
- Located in the south-eastern pylon (overlooking Circular Quay) is a lookout with some of the best 360 degree views in Sydney and a museum.
- The surface that requires painting is equal to the surface area of 60 sports fields.
- The Sydney Harbour Bridge is not completely stationary. It can rise or fall up to 18 cm depending on whether it is hot or cold.

The official opening day on Saturday 19 March 1932 drew remarkable crowds (estimated between 300,000 and one million people) to the harbour foreshores.

When it was opened, it was the longest single span steel arch bridge in the world, but today it is third longest. Sydney Harbour Bridge is renowned as one of the great engineering masterpieces of its time.

It remains the world's largest steel arch bridge, and, in its beautiful harbour location, has become an impressive and instantly famous landmark made in a style that reflects the end of an industrial era.

A TALE OF TWO BRIDGES.... *Continued*

The West Gate Bridge is a cable-stayed bridge which spans the Yarra River, just north of its mouth into Port Phillip Bay. This is our vital link from inner city Melbourne to the western industrial suburbs and with the city of Geelong, 80 km to the south-west. The main river span is 336 metres in length, and height above the water is 58 metres. The total length of the bridge is 2,582.6 metres. It is the third longest in Australia behind the Houghton Highway and the Hornibrook Bridge, and is twice as long as the Sydney Harbour Bridge.

Two years into construction of the bridge, at 11.50 am on 15 October 1970, tragedy struck. The 112 metre span between piers 10 and 11 collapsed and fell 50 metres to the ground and water below. Thirty-five construction workers were killed. Many of those who perished were on lunch break beneath the structure in workers' huts, which were crushed by the falling span. Others were working on and inside the girder when it fell. The whole 2,000-tonne mass plummeted into the Yarra River mud with an explosion of gas, dust and mangled metal that shook buildings hundreds of metres away. Homes were spattered with flying mud. The roar of the impact, the explosion, and the fire that followed, could be clearly heard over 20km away.

On the day of the collapse there was a difference in camber of 11.4 cm between two half girders at the west end of the span which needed to be joined. It was proposed that time might be saved if the vertical difference of level could be taken out by using the weight of 10 x 8 tonnes concrete blocks (kentledge), which were located on site, if the blocks were positioned as a more or less concentrated load near mid-span. The weight of these blocks caused the span around the joint in 4-5 north inner upper panel to buckle, which was a sign of structural failure. The longitudinal joining of the half girders was only partially complete when orders came through to remove the buckle. As the bolts necessary to create access to correct the distortion were removed the bridge snapped back and the span collapsed.

Construction resumed in 1972, with the bridge being completed in 1978. After 10 years of construction, the bridge, a part of the larger West Gate Freeway, cost \$202 million. Strong growth along the route, and increased freight through the Port of Melbourne, means the corridor is now experiencing peak period traffic congestion and is rapidly approaching capacity. The bridge was built to carry 40,000 vehicles a day, but volumes are now more than four times the original amount, approximately 160,000 vehicles on an average day.

Structural analysis on the bridge took 14 months and concluded early 2009. The \$240 million project to strengthen the bridge began early 2009 and is scheduled for completion in 2011.

I shall add pictures and extra info on this topic on the BMWCCV General Chat forums.

Interesting Facts:

- In 2003 speed cameras were erected on the bridge, but were not activated until September 2005, because of issues with similar cameras on the Western Ring Road.
- In 2006 the State Government spent \$1.3 million on erecting boom barriers at each entrance to the bridge to block traffic in the event of a terrorist attack.
- In March 2007 the State Government announced two flagpoles would be erected atop the main pylons to fly the 10 by 5 metre Australian and Victorian flags, 135m above sea level. The flags were unfurled on Sept. 24, 2008 costing \$350k install and \$17k p.a. to maintain.
- Six twisted fragments of the collapsed bridge adorn the gardens in the engineering faculty of Monash University to remind student engineers of the consequences of their errors.
- Also in 2008 a part of the Victorian Transport Plan was criticised by Victorian fire, police and ambulance unions when it was announced that the bridge would be widened to 5 lanes in each direction, by narrowing the existing traffic lanes and closing the emergency lanes. Costed at \$240 million, each lane would be 3.1 metres wide, (SHB lanes are 2.8 m wide). Minister Tim Pallas claimed would allow 50% more vehicles and reduce crashes by 20%.
- 2010 Roads and Ports Minister Tim Pallas announced a \$20 Million would be spent to wire the West Gate with more than seven kilometres of LED lights to enable multi-coloured displays for special occasions and to "highlight its serpentine architectural form," to "give Melbournians a justifiable opportunity to glow with pride" and help to make it "much better than the Sydney Harbour Bridge".

Drive safely and I hope you can comfortably concentrate on the traffic next time you travel over the West Gate and Sydney Harbour Bridges.

Dave "Ned" Cheong

References: Wikipedia. History of SHB information pamphlet by City of Sydney. RTA NSW Government Heritage and Conservation Register, Public Records Office files and Government Publications.



THE WORLD OF BMW IN MINIATURE

IT IS SAID THAT men never really grow up and that their hobbies reflect their childhood. Guilty as charged! As a child I was always fascinated with the latest Dinky and Corgi Toys and our own Micro Models and that fascination continues today. I have a growing collection of anything BMW (well, almost anything ... one of each model type, at least) and as those of you who attended the recent display night will have noticed, anything raced by the late Bruce McLaren.

My preferred scale is 1:43 because they are easier to display. I do have a number of 1:18 scale models, though. They are sourced from all over the world and the internet and electronic banking makes it so easy to order and pay for them. Prices range around the \$70.00 each mark and when the quality of these models is taken into consideration, that really isn't a lot of money. How many? Probably 200, at a guess? The oldest dates to just after the war (a Dinky BMW-Fraser Nash 328).

Latest additions to the collection are ...

Biante 1976 BMW 3.5CSL Le Mans: Our own Peter Brock raced at Le Mans only twice in his stellar career, once in this car and once with Larry Perkins in the Bob Jane sponsored Porsche 956. Larry crashed that one in the 14th hour of the 24-hour classic ... ironically I arranged the airfreight of the Porsche from the UK and back and still have one of its rear tyres as a coffee table in my study.

But back to the BMW ... Brockie was partnered by fellow Australian Brian "Yogi" Muir and French driver Jean-Claude Andruet in the Bill Patterson BMW-sponsored car. Australian Vern Schuppan was the emergency driver but didn't get to race the Schnitzer-prepared car. Starting from grid 34, the car made good pace for 156 laps and into the 19th hour of the race until the gearbox cried enough and the car was retired.

The Biante model is one of the Brock tribute collection that will eventually model every car that Peter ever raced and is a welcome addition. Detail is amazing, even down to the slots in the windscreen wiper blades. Overall presentation is wonderful and the sleek lines of one of BMW's finest are captured to perfection. I recently found this photo of Brockie with the car, we're not sure where it was taken but Calder or perhaps Sandown are possibilities.

Spark BMW 1600 Alpina: Alpina have always been heavily involved in touring car racing using the Company's products and are, in fact, considered a manufacturer in their own right. Their famous flat black over orange colour scheme became the scourge of Europe for many years as the powerful team swept all before it. This Spark model is the Niki Lauda car from 1970 and is an absolute cracker. The body and 'attitude' of the car has been beautifully captured with its flared guards and lack of bumpers, but sadly much Google research has failed to turn up any information on its race history.

The lovely BBS cross spoke racing alloys are a treat on this model and the finely detailed wipers and body trims are a credit to Spark's artisans. Even the buckles on the belts are in place, good going on a model of this size, reproduced here in approximate actual size.

More in coming editions of Top Marque ...

Stewart Garmey



WELCOME ALL NEW MEMBERS

Alf & Karen Katz	E88	2010
Jim West	325is	1989
Michael Van Raay	3.0 CSL	1973
Kieren Redpath	M coupe	2007
Ross Liardet	325E	1987
Simon Young	E46 320ci	2005
Chris & Jennifer McWade	X5 540i	2004 2000
Ashley Gamble	318is	1990
Anthony Roberts	Honda Integra	2006
Mark Mifsud	M3 E46 SMG coupe	2001
Greg Cann	Associate Member	
Jon Round	Associate Member	
A Mason	M3 sedan	2010
Guy Luong	M3 sedan	2010
Joe Ferrar	M3 conv	2010
Jody Biddle	M3 conv	2009
Anthony Manovella	135i	2010
Andrew Vandebyl	M3 2004	
Doug Schmid	540Le	1995
Paul Dougall	535i E34	1988
John Gould	320i conv	1988
Michael Collins	318i E30	1989
Made Hood	M3 coupe	1999
Justin Benson	330cd	2004
Liam Slattery	M3 E46	2002
John Andrew	E46	2001
Joseph & Carol Szakowski	Z3	1997
Andre & Michelle Von Rassler	323ci E46	2000
Marcus & Jane Stacey	318i E30	1985
Michael Miller & Catherine Coffey	540i E34	1994
Nikolaus Mayworm & Claire Battn	325 E30	1985
Wayne & Natalie Squire	M3 633csi	1997 1978

For all Membership enquiries please contact Wendy Eime at membership@bmwccv.com.au

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www.bibstillwell.com.au

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Zac Weiss (Service) Sean Bell (Parts)
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www.morningtonbmw.com.au

BRIGHTON BMW
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Tel: 9524 4000 Contact:
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www.brightonbmw.com.au

DONCASTER BMW
812-814 Doncaster Road, DONCASTER 3108
Tel: 8848 0000
Contact: Peter Kaiser (Service); Craig Lidgerwood (Parts); Greg Exley or Alan Pace (Sales)

62 Enterprise Dve, Bundoora 3083
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BALLARAT BMW
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Tel: 5339 9339 Contact:
Tim Britt (Sales) Craig Hancock (Service & spare parts) Trade prices on parts.

VALLEY PRESTIGE BMW
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Tel: 9459 6366 Contact: John Chesser

CHARLIE BATTISTI & CO
Recommended BMW Repairer,
2-4 Moncrief Rd, NUNAWADING 3131
Tel: 9894 4622 Contact Lina
20 years experience 10% discount
Special prices on repairs and rental cars.

M & J NOVAK PRESTIGE MOTOR BODY REPAIRS Est. 1962
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Tel: 9690 0322 Joe Novak or Baron Novak
0417 300 011

SERVICE, REPAIRS Motorsport, Performance Equipment

BELL MOTORSPORT
Factory 4/244 Marine Pde, HASTINGS 3915
Tel: 5979 1599 Contact: Graeme Bell
Performance modifications to any BMW; Road, Race and rally preparation.
Member discount on application

BM TECH AUTOMOTIVE
295 Canterbury Rd, CANTERBURY 3126
Tel: 9836 1888 Contact: Joe Brogno
Trade Prices on parts for members

GAMBOLD ENGINEERING SERVICES
Unit 137, 45 Gilby Road
MOUNT WAVERLEY 3149
Tel: 9558 9995 Contact : Tony
Special Prices for Members

NORTHERN BM Pty Ltd
200 Grange Road, FAIRFIELD 3078
Tel: 9499 3088 Contact: Phil Showers
Full servicing, repair & motorsport preparation facilities.
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THE MUFFLER MAN
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Tel: 9529 7722 Contact Trevor
Member discount on application

QUATTRO SPORT ZENTRUM
Tel: 9429 7477 Contact: Simon
Tuning upgrades for BMW's inc Schrick cams, Milltek exhausts
Member discount on application

STUCKEY TYRE SERVICE
828 Sydney Road, BRUNSWICK 3056
Tel: 9386 5331 Contact: Russell Stuckey
Road or race tyres of all makes + range of Motorsport wheels
Member special pricing

MIDAS CAR CARE KEW
770 High Street, EAST KEW 3102
European car service specialists
Tel: 9859 9038 Contact: Peter
10% Discount for members

SMG AUTOMOTIVE PARTS
Building 41, Clayton Business Park
1508 Centre Road, Clayton Vic 3168
Tel: 03 9550 5300

SOUTHERN BM

34a Bignell Road, MOORABBIN 3189
Full BMW servicing and tuning
Tel: 9555 4049 Contact: Andrew or Jimmy
Member discount applicable

WELSH AUTO PARTS

151 Islington Sreet, COLLINGWOOD 3066
BMW, Mercedes, VW, Volvo & Audi parts
Tel: 1300 363 857 or Greg on 0418 578 740
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- 10% discount for members on all except new genuine parts
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Specialists in mechanical repairs

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Bicycle sales and repair, custom builds.
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Slimline weathershields for BMW - Catalogue available on request
Tel: 0419 355 721 Contact: Robert Bail
Member discount on application

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84-88 Bridge Road, RICHMOND 3121
Stereo, TV equipment & home theatre
Tel: 9428 3761 Contact: Simon
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MERIDIAN MOTORSPORT

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Wide range motorsport equipment - refer www.mmsport.com.au or email brenton@mmsport.com.au
Tel: 9553 4200 Contact: Brenton
Special prices for members

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TULLAMARINE 3043
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Mobile: 0418 730 676
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Supplier of quality corporate clothing & sports-wear, embroidery, printing, graphics
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Club Services

Tools are available to members for a limited period upon contacting Ken Lee and arranging pickup. The club requires a \$200 refundable cash deposit before borrowing the item or, for circuit diagrams, all costs associated with copying and postage. Tools and workshop manuals need to be returned undamaged for a full return of your deposit.

Ken Lee
Tel: 9366 6863

Show your membership card to obtain discount