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**BMW Car Club  
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## FRONT COVER:

*BMWCCV Members enjoying  
Christmas Lunch on the Lady Cutler*

## Journal of the BMW Car Club of Victoria Inc.

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

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

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**MEMBER OF THE INTERNATIONAL  
COUNCIL OF BMW CLUBS**







## MESSAGE FROM THE EDITOR



As we are about to say goodbye to 2010, it is a good time to reflect on what an incredible year we have all had as a car club. Thank you to Stewart & Evelyn for organising the Christmas boat cruise on the Lady Cutler. Members battled a wild and windy Melbourne day out on the Yarra, but the cruise which took us to Williamstown was just fantastic. All the crew looked after us like we were family, including the chef who cooked us up a storm (a plate full of succulent meat with limited space for vegies and lashings of gravy, that's my kind of meal!). A warm thank you to Jean who so kindly donated a Christmas raffle prize, won by Rodney Bateman!

Jenna Patan

*A very Merry Christmas and a Happy new year to all members and your families*

## 2010 BMW DRIVERS CUP WRAP UP

Matt Martin is congratulated for taking home the coveted BMW Drivers Cup perpetual trophy after finishing top of the point score in the 2010 BMW Drivers Cup for E30 Racing Cars. Matt drove exceptionally well all season, and this result is the culmination of 5 years of hard work. Matt originally started with a 323i, with the smaller, less powerful 2.3 litre engine. Spending his time developing driving skills and chassis tweaks rather than horsepower meant Matt was well positioned when he installed the full-cream 2.5 litre engine under the bonnet. In 2009, Matt was dubbed 'The Winton Expert' after dazzling everyone with his speed at the twisty Benalla circuit. He must have burned up an awful lot of annual leave with his test days there, as he came back in 2010 and dazzled at every track on the calendar.

The saying that 'two heads are better than one' certainly rings true when looking at Simon Lyne's second season, as he proved that 4-doors are better than (almost all) 2-doors with his sedan. Simon came to the BMW Drivers Cup in 2009 with his white 325i in the Production Car class, and has steadily improved both the car and his own skills to take out second place overall in Racing Car class. Allegations that his business, Topolyne Concreting, may have been installing some paved shortcuts to assist his overtaking, have been strenuously denied all year. Now if we could only talk him into a nice 2-door like everyone else?

Rounding out the 2010 podium was series stalwart Oliver Lindsaar. The balancing act between his business commitments with his passion for motor racing is a delicate one, and in 2010 paid off with third place overall for the year. Apart from State Racing Rounds, Oliver's car is also often spotted at any and every track day run by the BMW Car Club, Alfa Club, Audi Club or John Bowe Institute that he can run at. His plastic trophy is an inadequate reward for the promotional work he does for the BMW Drivers Cup, let alone the countless hours for the E30 Racing Inc. Club. Of course, it does count as a promotional marketing exercise when Total Network Support is plastered all over the car! Special mention should also be made of Brian Bourke's back to back wins in the entry level class for Production Cars.

Brian's little 323i puts a lot of cars to shame in the twisty bits, but he has promised, hand on heart, that he'll be installing the 2.5 litre engine in 2011. If his meticulous preparation and chassis development these past two seasons are any indication, then Matt Martin better start planning his Lap1-Turn1 defensive driving, because Brian will be all over him!

2010 saw 13 different trophy takers for Racing Car Class, a new record. Series regulars, debutants and even cameo appearances from old friends certainly spiced up the action on-track. The racing was close, exciting and (mostly) clean. If you fancy taking home a trophy in 2011, why not find out about getting into an E30 Racing or Production Car? Possibly the most enjoyable circuit-racing category in Victoria, particularly for the people involved, never mind the racing!

Dave Stillwell

## FOR SALE

1982 635CSI

5 speed manual

Alpine stereo, with ipod connection

Some rust, however runs well

No reg. \$4100 ono

Please contact Andrew Hill  
andrewhill71@gmail.com



# PRESIDENTS REPORT

I AM PLEASED to introduce myself to you as the new President of our Club. My name is Stewart Garmey and I have been a member of our Club since 1989. A brief history of my involvement with the Club is ....

Events Coordinator, 1995 to 1997  
President, 1997 to 2001  
Delegate to BMW Clubs Australia, 1997 to 2004  
Delegate to BMW Clubs International Council, 2004 to date  
Life Member 2001



It is indeed an honour and more than a little humbling to have been elected the Club's President at the Annual General Meeting in September. This is my third term as President because I was in the Chair from 1997 to 2001 when I retired, and don't quote me, but I believe a first for the Club with the President being re-elected to a second term.

I pay tribute to my predecessor in David Cheong ... David and I didn't always see eye to eye on things as diverse as the Club's direction and the organisation of Club events but I'll tell you what, no-one can take away from David his drive and enthusiasm. If anything, David tried to do too much, much of it personally and that doesn't always work to the detriment of the individual and the Club, but he did and we should be grateful for that. So, thank you David, please enjoy your semi-retirement from Club matters.

Every President has his, or her (yes, we have had one lady President) way of doing things and the direction in which it is planned to take the Club. Mine? To make the Club professional in everything we do and to rebuild our profile with the dealer network. To that end, I have approved the purchase of a new set of Club banners which will be on display wherever we are, be it a motorsport or social event. The Club also has received a new supply of membership fliers from BMW Group Australia which will be distributed to potential members wherever we come across them, again in an effort to increase our profile. We will also change our monthly meeting venue from The Tower to Bruce County Motor Inn, Blackburn Road (you will have received an electronic flier to this effect) with effect from the February meeting in another effort to make the Club and its resources more attractive and hospitable. These things all come at a cost and I am grateful to past management for ensuring that the Club is very well funded which enables us to do these things.

I am not totally convinced that the electronic media sits comfortably with everyone, particularly our older members, so I have re-introduced a quarterly hard-copy calendar which you will find on the reverse of the address sheet with this copy of Top Marque. Hang it on the fridge so you have quick reference to upcoming events ...

The Club used to have its own offices at Docklands (adjacent to where ACE now stands) and one of the projects we have on the drawing board is a feasibility study with the BMW Motorcycle Club of Victoria into a joint-venture lease arrangement on an office / warehouse complex in Mulgrave. This may provide us with a home for our assets and archives while giving us a meeting and event start facility. There is cost involved, of course, and we will be studying very carefully the logistical and financial viability of such a move. The membership will be asked to vote on the proposal should it be deemed to be worth proceeding with.

Traditionally, the Club's President is also the Delegate to BMW Club's Australia, but as I am already the International Delegate, I did not feel it appropriate to wear two hats on the one organisation. I have asked ex-President Steve Mattingly to take on the Delegate role for me and to be the link between our Club and BMW Group Australia.

One of my undertakings was to rebuild the bridges that, sadly, had fallen down following the establishment of what I like to call our sister Club, BMW Car Club Ballarat. Approaches to the Club in the past had not been well-received as old prejudices always got in the way of meaningful and positive discussion. It is not my intention to rejoin or remerge the two Clubs (for one thing, I can't and secondly, there is no need) but with a change of management in Ballarat, I thought the opportunity may again arise where we could, at least, host or share an event featuring what we are here for, our cars. Sadly, that was not to be when the same old arguments were put forward and it has become increasingly obvious that our best intentions are not welcome by the new management either. This, to me, is incredibly sad. Our cars and the BMW marque are bigger and more important than all of us and it saddens me that such prejudice and harboured anger is allowed to get in the way of progressive thinking that can only benefit both Clubs with access to good people and magnificent cars. But, as a well known villain is reputed to have said, such is life, and I believe Ned Kelly said it too!

As we approach the end of another year, Evelyn and I extend our best wishes to every one of our members, dealer friends and BMW associates everywhere across Victoria, for a safe and happy Christmas and New Year.

Stewart Garmey



# MEET OUR MEMBERS

**Name:** Tony Whelan

**Position:** Secretary/Public Officer

**Daily Drive:** BMW 760Li and occasionally Z3 M Coupe.

**Favourite BMW and why:** BMW M1 because it was the first venture into the supercar territory by BMW.

**What do you do for a living?** Architect.

**If you could have any car in the world what would it be and why?** McLaren F1 because it was the fastest production car in its time and has the M Powered V12 engine based loosely on the BMW V12 of the then current 7 Series, which I have had two of these great models.

**Are you a Top Gear or 5th Gear fan?** Both, they are the best shows on TV.

**Do you have any pets?** No, only my BMW's.

**Greatest road or track ever driven:** Nurburgring.

**Where would you like to drive if you haven't yet?** The Furkapass pass in Switzerland from Handegg via Gletsch to Realp with 37 hairpin switchbacks and numerous other flowing corners. Do yourself a favour and look it up on Google Earth and dream.

**Favourite event on the BMWCCV Calender?** Any event that involves a bit of driving and having a great meal in good company of like minded people.

**Favourite Holiday Destination:** Port Macquarie or Noosa Heads in Australia and Germany, Switzerland & Austria overseas.

**Best car collection you have seen?** BMW Group Classic in Munich.

**Any special talents?** Play the electronic organ.

**Is there any particular motorsport you enjoy watching?** (Club, F1, V8's etc) F1.

**Favourite Quote:** Not really a quote, more a philosophy on life, The next time you are having a bad day remember, sometimes you have to have a bad day to make the good days seem better.

**Favourite Colour:** Burgundy.

**Hobbies?** Tennis and the BMW Car Club.

**Have you met anyone famous?** No, however in 1983 when I was flying back from USA, I stood in the check-in line behind Peter and Beverly Brock.







## Minister for Roads and Ports

Mr Tony Whelan  
B M W Car Club Of Victoria Inc  
Po Box 1250.  
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Registration & Licensing Operations  
60 Denmark Street  
Kew Victoria 3101  
Telephone 13 11 71  
Fax (03) 9853 9112

Dear Mr Whelan

### REVISED CLUB PERMIT SCHEME

You will recall that in November 2009, VicRoads released a discussion paper titled "Proposal for Revision of the Victorian Club Permit Scheme" for community and stakeholder comment. The paper elicited a broad range of comments which VicRoads has taken on board. An overwhelming majority of submissions were in favour of the proposed changes.

As a result I have approved a number of changes including the introduction of logbooks to record the use of club vehicles. Other changes are:

- Vehicles will be allowed to be driven within a radius of 100 metres from the vehicle home address without the need for a logbook entry to be completed.
- The current 25 year eligibility for entry to the Club Permit Scheme will be retained.
- The regulations will allow VicRoads to provide information to assist clubs in administering the permit scheme and to apply sanctions against individuals or clubs for misuse of vehicles, number plates or logbooks.

These changes will provide significant benefits to permit holders by increasing the flexibility of use of club vehicles, remove the uncertainties about the legality of using club vehicles on the road and enforcement improvement.

I have asked VicRoads to proceed with the drafting of regulations which will allow the revised scheme to be implemented as soon as possible.

It is expected that the changes will be implemented from February 2011.

You will be kept informed of progress relating to the implementation of these important changes to the scheme.

Yours sincerely

**Tim Pallas MP**  
**Minister for Roads and Ports**

# PARTY TIME ON THE GOLD COAST 2011

## BMWCA NATIONALS 2011

DATE:- 22ND TO 25TH APRIL 2011

LOCATION:- GOLD COAST – QUEENSLAND,

VENUE:- RADISSON RESORT GOLD COAST – PALM MEADOWS



Welcome to our second Newsletter for the 2011 BMWCA National Rally being held on the Gold Coast of Queensland on 22nd to 25th. April 2011. The Organizing Committee have just finalized sponsorship arrangements this week so we can now issue Registration & Booking Forms. Everyone will now be able to plan their trip to the beautiful Queensland Gold Coast for next Easter.

The newsletter is designed to provide you with all the information you need to fill in the Registration and Booking Forms without too much trouble. Also included are explanations about each activity we have planned for you to attend so you can decide what you are going to do. Future Newsletters will keep you informed about how we are going with bookings, room availability, any changes or remind you of any deadlines you have to respond to.

We have an exciting programme of events which we trust you will enjoy. All you have to do is decide which ones to attend and fill in the forms. We hope you will attend all so you can experience the best of the Gold Coast.

Remember that you have an extra holiday on the 26th April as all States have agreed to this being the Anzac Day holiday which falls on Easter Monday next year. So you don't have to rush home on Monday. So read on and if you still have any questions or need any more information please do not hesitate to contact us either by email or phone. Contact details are listed at the end of this Newsletter.

Regards,  
Roger Way

### ACCOMMODATION

The Rally is based at the Radisson Resort Gold Coast at Palm Meadows, Carrara, a 4.5 star hotel with great facilities. It is only a short drive from the M1 Motorway.

Rates:- We have been able to re-negotiate the room rates and they are now \$40.00 per night cheaper than we previously advertised. The new rates are:- \$169.00 per single room or \$189.00 per double room per night including buffet breakfast. If you book before the 21st February 2011 you will receive a further 10% discount off these prices.

We have reserved 50 rooms for members attending the Nationals, so get in early to avoid any disappointments. At this date 5 rooms are already booked. If you wish to extend your stay then these rates will still apply. The Radisson will have a website link dedicated to the Nationals to help you book your accommodation. At this date it is not operational. If you want to checkout the Resort their web site is:- [www.radisson.com/goldcoastau](http://www.radisson.com/goldcoastau).

**TO RECEIVE YOUR 10% DISCOUNT – BOOK BEFORE 21ST FEBRUARY 2011**

### PARKING

The Radisson Resort has undercover parking and they will reserve an area for us to park our pride and joys.

### BOOKING YOUR ACCOMMODATION

**ALL ACCOMMODATION BOOKINGS ARE TO BE MADE DIRECT TO THE RADISSON RESORT.**

Just mention that you are attending the BMWCA National Rally 2011 when booking.

CONTACT DETAILS:- Email – [goldcoast@radisson.com](mailto:goldcoast@radisson.com)  
Phone- (07)5555 7700  
Fax:- (07) 5555 7701



# PARTY TIME ON THE GOLD COAST 2011

## REGISTRATION & BOOKING FORMS

Please fill in and mail, email or fax these back but the Registration Form must be signed. Address and Fax No are at the top of the Booking Form.

## BEVERAGES AT DINNERS

At this date you will pay for your own drinks at all dinners except for pre-dinner drinks at the Presentation Dinner on Sunday night.

## FRIDAY AFTERNOON - 22ND APRIL – DELEGATE REGISTRATION – RADISSON RESORT

This will be held in the foyer area of the Resort between 1.30pm & 5.00pm. We ask that everyone attends to receive their Registration Pack with information and timetables for the weekend's activities.

## FRIDAY EVENING – 22nd APRIL – “WALK & FORK” WELCOME DINNER – RADISSON RESORT

This will be held in the pool area of the Resort. There will be three food stations serving a variety of foods from Aussie to Asian to Italian. Buy your own drinks. Casual dress is encouraged and this is your chance to meet other BMW Club members from around the country.

## SATURDAY MORNING – 23RD APRIL – BOWDENS MUSEUM VISIT – SUNSHINE COAST

The Bowden Family have one of the best collections of Australian Motor Racing History in the world. The cars on display range from open wheelers, sports cars and touring cars with some being winners of famous Australian motor racing events. If you watched the Gold Coast 600 motor racing last weekend you would have seen some of these cars racing in the Legends Event.

One of the feature cars is Jim Richards 635csi which won the 1985 Australian Touring Car Championship. In the last 2 weeks Bowdens announced they will be moving their collection into the old tourist attraction, THE BIG PINEAPPLE, at Nambour. So by the time you get to see these cars they will be in their new location. You will be able to buy your lunch from the café at The Big Pineapple.

The tour takes about 4 hours so we need to start by 10.00am and finish by 3.00pm including lunch. We need to be back at the Radisson by 5.00 to 5.30pm that night to allow you plenty of time to get ready for the Sea World Dinner.

If you want to drive yourself to Bowdens it will be your responsibility to be there on time as we must start the tour at 10.00am sharp. If you are late you will miss out. Also if you are entering your car in the Show of Excellence you might not want to drive your car about 250kms on Saturday and have to wash it again on Sunday morning.

We have arranged two buses to take everyone to and from Bowdens and these will leave the Resort at 8.00am sharp and return about 5.00pm. Why not have a relaxing day enjoying the scenery while someone else, who knows where they are going, worries about the traffic.

## SATURDAY EVENING – 23RD APRIL – SEA WORLD DINNER

You will catch a bus from the Resort to Sea World at Main Beach, a 15 minute ride. Guests will be escorted to Old Endeavour Roadway where the dolphin nursery is located. Beverages will be available to purchase. Guests then move to the outdoor area “The Plaza” where the sumptuous Queensland Seafood Buffet will be served and beverages are available for purchase. Here we will be joined by a friendly Seal who loves fish, so watch your dinner!

Guests will be entertained by the duo Heart & Soul who will provide dinner and dancing music during the evening. As this is a casual night guests are encouraged to wear their best Hawaiian or Caribbean attire. Buses will depart back to the Radisson at a reasonable hour. If it rains there is an alternate indoor venue at Sea World.

## SUNDAY MORNING – 24TH APRIL – SHOW OF EXCELLENCE – SANCTUARY COVE

This event will be held in the main carpark at the Sanctuary Cove Village, about a 20 minute drive from the Radisson. A convoy will depart for the Resort at 9.00am with judging starting at 10.30am. You will be required to keep your car on display till at least 3.00pm before you can return to the Resort.

The Classes & Judging sheet will be the same as the Bowral Nationals. All you have to do on the Booking Form is nominate that you are entering, list your vehicles details and clean your car. At this stage there are no water restrictions on the Gold Coast so you can wash your car anytime. We will confirm if car washing facilities are available at the Resort or nominate the nearest car washing facilities, in the next Newsletter.

The Sanctuary Cove Marine Village is located on the edge of the Broadwater and offers a unique array of culinary experiences to suit everyone's palate. Settle in for a relaxing meal overlooking the marina or treat yourself to coffee and cake in the heart of the village. Ladies enjoy discovering a new selection of boutiques all offering the latest styles.

# PARTY TIME ON THE GOLD COAST 2011

## SUNDAY MORNING – 24TH APRIL – SHOW OF EXCELLENCE – SANCTUARY COVE

The Hyatt Hotel also offers Sunday Lunch usually with a jazz band playing. Sunday at the Cove is always very busy so our event will get plenty of publicity and attention from the public. This will give BMW Clubs Australia a lot of very good advertising. So there is plenty to do after you park your car in the carpark and the judging is finished.

## SUNDAY EVENING – 24TH APRIL – PRESENTATION DINNER – RADISSON RESORT

This will be our traditional formal dinner. The winners of the Show of Excellence will be presented with their trophies; there will be an address from the Chairman of Clubs Australia and the hand over of the Official Banner to the organising committee for the 2013 Victorian Nationals. The evening will start with a pre-dinner drink and canapés followed by a plated 2 course set menu dinner. If you have any dietary requirements please tell us and we will arrange an alternate menu. Beverages will be available for purchase. Dress will be collar & tie for the men and minimum after 5 dress for the ladies.

## MONDAY MORNING – 25TH APRIL – POKER RUN – GOLD COAST HINTERLAND & NORTHERN NSW

Starting from the Resort, at 9.30am, you will be given a set route to follow, with stops at various locations along the way. At the start and at each stop you will be asked to choose a playing card for a deck of cards. The best poker hand, at the end of the run will be the winner. This is a fun day with lunch at a scenic location on the river. There will be plenty of time to take pictures and enjoy the scenery. The finish will be back at the Resort.

## MONDAY EVENING – 25TH APRIL – STAYERS DINNER – RADISSON RESORT

For those who are staying the extra night we will arrange for tables in Chelos Restaurant so you can enjoy either their International Seafood Buffet or the a la Carte menu. You will pay for your own dinner & drinks but we would like you to nominate if you want to attend, so we can reserve tables.

## CONTACT DETAILS

Email – [ways@winshop.com.au](mailto:ways@winshop.com.au)

Phone – (07)5537 5529 (h/w)

Fax – (07)5529 0398.

# ARCHIE'S CREEK CRUISE

TEN CARS AND 22 MEMBERS AND FRIENDS GREETED THE STARTER at BMW Group Australia's Mulgrave Head Office on Sunday 12 December for a lunch run to Archie's on the Creek, Archie's Creek. Under threatening skies, Event Coordinator Josh Barlowe welcomed the drivers and passengers and handed out maps to get to the location.

Heading off down the Monash Freeway to Narre Warren, the route took the cars across country to Koo Wee Rup where a "navigation glitch" saw a number of u-turns performed before the Tony Whelan on-board GPS took over as the lead car, taking the convoy through Loch along some fantastic country roads to the sleepy hamlet of Archie's Creek.

What a revelation! The town consists of, well, practically nothing! A few houses, a dairy factory and ... Archie's at Archie's Creek ... a beautifully presented complex of manicured lawns, fountains, established trees and lakes that hardly qualifies as a "pub". There is a sports bar, cellar, cafe and a more formal restaurant, the level of presentation of which is a credit to its management. The lunch group was joined by two more cars, all parked on a sealed carpark area at the rear of the complex.

Lunch was in the cafe area overlooking a traditional Japanese garden and attended to by attentive waiting staff who delivered food of very good quality, and price. Evelyn's and my lunch, complete with a glass of Blue Pyrenees' Merlot, was \$35.00, value indeed.

After lunch, members were treated to a tour of the facility. The cellar is a sight to behold ... some 1500 bottles of very good quality wines in a temperature-controlled environment. The Sports Bar featured the usual TAB and racing on the television, but all in a very unique atmosphere.

It was good to see a number of new faces and cars at this event, and a pleasure to welcome back Frank Deak and Gloria, even if Frank had forsaken his refusing to start M3 for his brand new P\*rsch\* Boxster!! Thank you to Josh for putting the day together and to Tony for using his 760's GPS to get us there!

Stewart Garmey





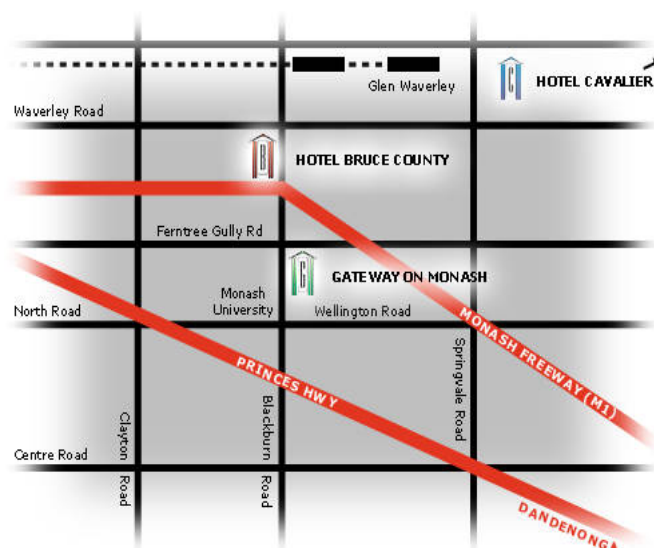
## ***NEW MONTHLY MEETING VENUE!!***

We are pleased to advise that we are returning to

**The Bruce County Motor Inn,  
Blackburn Road, Blackburn**

from the February 07, 2011 meeting.

Enjoy a meal deal dinner in the bistro,  
\$18.00 for a main meal with complimentary  
drink on presentation of your BMWCCV  
membership card. Coffee and tea available  
in the bar all night.



On site, off street car parking ideal for showing off your pride and joy ...  
comfortable seating arrangements in The Heritage Room to provide a friendly,  
Club-oriented meeting experience.

Getting there ... take the Monash Freeway to Blackburn Road, the venue is  
adjacent to the Freeway. Or, Blackburn Road to the Monash, it is still adjacent  
to the Freeway!



**Special Guest for the February Meeting ...** Club member Bill Cutler and his ex works E30 M3 racing car! Bill will display the car and give a talk on its recovery and restoration to what is arguably one of the best presented racing cars in Australia.

The Committee looks forward to seeing as many members at the new venue as possible!! New members and guests are always welcome, of course.

# MARC & JEN'S EUROPEAN ADVENTURE

As many of you might be aware Jen and I recently embarked on a 5 week excursion to Europe of which the main focus was going to be Cars, Beer and more Cars. I know many club members have been on very similar trips and covered fairly similar ground so I'm going to give more of a summary of the first part of our trip which was Germany.

We started at Oktoberfest for 4 days and well I'm not going to say much about this except that we were drinking beers by the litre (Maß size beers, not steins as a stein in a ceramic mug) and that results in some pain the next day. However by your first Maß the next day, all is forgotten (literally).

During our time in Munich we were very privileged as club members to be able to visit the BMW Private collection. At this point I have to say a very big thank you to Stewart Garmey our President who in his position as International Delegate pulled some strings and arranged a very special private tour for our group at fairly short notice, we are forever grateful! As diehard BMW fans, the tour was no less than amazing. We were told that we would probably not be able to take photos through most of it but somehow we managed to score a very young and cool tour guide who told us to go nuts with the photos, so we did! We even got to sit in the cars used in the various bond movies including the Z8, we were on a massive high for the whole day.



After Munich we embarked on a road trip with a friend we were travelling with. The plan was fairly simple, start in Munich, head up to Nueremburg through Ingolstadt, head west towards Heidelberg and Stuttgart and then head north towards Nurburg (to drive the 'ring) and end in Cologne for a flight out to London.

So the first 'car' thing we did was the drive through Ingolstadt which was purely to stop and visit Audi. This was worthwhile as the museum was pretty good and best of all, free! They had various exhibitions and even included some rare Audi group cars (such as a limited edition purple Lamborghini Diablo VT). One of our highlights was actually when we arrived they had about 20 R8's set up and all were either red or white arranged alternatively (red and white being Audi's colours). We weren't sure why they were there but when we came out they were gone so some lucky bastards were taking them for the drive of their lives (cue insane jealousy and car envy as we were rolling around in a very base model Passat CC).



The next 'car' stop a few days later was at Stuttgart (or more accurately Zuffenhausen) for Porsche (and originally also Mercedes but due to poor traffic and planning on our part we had to make an executive decision and chose Porsche). We made it near the end of the day and were one of the last ones to be allowed into the Porsche Museum. Again we got to see some very rare and cool cars. Unfortunately our other travelling buddy wasn't a car person and this being his third car stop, he was visibly getting over it!



# MARC & JEN'S EUROPEAN ADVENTURE

After the BMW private collection it was actually very hard for these museums to keep our interest as much as they probably should have because we had such close access to such rare cars before that seeing these cars either roped off or locked up, wasn't quite the same as being allowed to sit in them.

A few days later and we approached our last German car stop (i.e. we had a few in the UK as well but that is for another article) which was none other than the Nurburgring! This was the first time we had to veer off the autobahn and actually experience some nice country roads. The Autobahns are great and although I had fun sitting at 150km/h+ most of the time and topping out at 220km/h in a 4 cylinder VW, there is a massive misconception that you are driving fast all the time.

The reality is, there is a bucket load of traffic and people aren't as courteous with moving over lanes as you think. The difference to Australia is that if you fly up behind them (something Jen really didn't enjoy me doing) and show you aren't slowing down they will move out of your way and let you past where as if you do the 'right' thing and slow down then they won't move and you get stuck behind them.

We cruised into the town of Nurburg and it was quite dead. Our laps were in the evening (it is only open 5-7:30 most weeknights but all day most Sundays). We went and picked up our racecar from rent-a-racecar and in the end decided on a VW Sirocco as the BMW we had booked had 'brake' issues.

This is where I have to say my second big thanks to a club member and that is Tony Whelan our Secretary. The amount of research he gave us from his trip as well as hints and tips made this one of the easiest things to book.

Closer to 5pm suddenly the town was full of awesome cars, it seemed people rocked in for their laps and then flew off again. There was even a Ferrari 430 Scuderia with plates from one of the Arab Emirates.

4 laps seemed to go way too quickly. We expected to be occupied for our whole 2 hours but Jen and I alternated each laps and were done in just over 45 minutes including wait times! We considered paying for more laps but at 90 Euro a pop plus the fee to enter the course we decided to leave it be considering we had survived and had a great time and it was also starting to rain. This was definitely our highlight of the trip!

If anyone wants any more information on any parts of our trip or specific details or more photos, please feel free to contact me on the email address below. I kept a very accurate journal and all details of what we booked and prices and am happy to share.

Stay tuned for part #2 of our trip report in the next issue!

Marc Warshall  
mwarshall@hotmail.com





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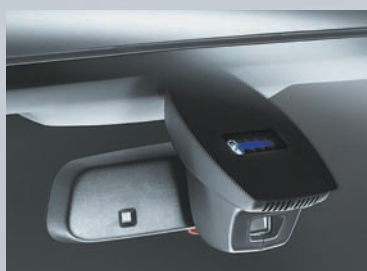
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# BMWCCV COMMITTEE MESSAGE

## PAYMENTS

Please note that if you are making an EFT payment into the BMWCCV Bank Account, please include your surname in the payment details and follow up with an email to Phil Logan (Treasurer) [treasurer@bmwccv.com.au](mailto:treasurer@bmwccv.com.au) to ensure that your payment can be quickly found and allocated.

## MOTORSPORT WRAP UP

This year's championship again showed that consistency (and turning up at every event) pays dividends, with Oliver Lindsaar taking outright honours in his e30 race car from Brian Coopers e36 325i and Andrew Hall's M3.

Motorsport Round #1 - Haunted Hills Hill Climb - Saturday 27th February for those that haven't been to Haunted Hills, you really need to try it – a mixture of slow, medium and fast turns, lots of gear changing, a couple of VERY interesting places ("Oh Hell" and "Oh Sh-t", corners, as well as Anton's Culvert), and one of those places where ability is more important than power. Round one gave Phil Logan a chance to show us what a well-driven M3 can do, with Brian Bourke demonstrating that you don't need a 2.5 litre e30r to do well at the Hills – you just need to drive well. With Matt O'Neill also scoring 10 points in his e30 325i.

Motorsport Round #2 Calder Twilight Sprint – Saturday 13th March the twilight round saw a return to Calder after an absence of a year or more, with the WRX club hosting the event. The day was summed up best by Ned: "Very interesting event. Great to see a couple of E92's blowing the cobwebs and just about everything else off. Both those V8's have modded exhausts, chuffing an awesome sound and the brakes glowing in the dark all made a spectacular event. Francis Placentino piloting his E90M3 near cracked an event best time of 1:05.5586 was only eclipsed by 0.4719 of a second by Andrew Aumuller's SK GTR Nissan. Otherwise a clean set of heels by Ollie in "associate under 3 litre" class in which out of the 30 entrants in this class, 8 of the 13 beemers took the first 8 places."

Motorsport Round #3 Sandown Sprint - Sunday 27th June over 90 cars turned up with 18 BMWCCV members taking part ... and again, our thanks to the WRX Club for organising another great day, with Andrew Hall and Oliver again scoring maximum points in their classes.

It was a great day - freezing cold in the morning with no grip, although conditions improved greatly as the day went on. It was interesting to watch the 4-w-d cars spinning - I always thought they had more grip than the rear-wheel-drive Beemers... 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, as well as 10 points in his class.

Motorsport Round #4 Winton Sprint - Saturday 10th July - Winton is a REAL driver's track, and to do well there you need to master a wide range of skills – slow corners, fast sweepers, double apexes, understeer / oversteer... We had a number of BMW CC NSW cars attend, plus some starters from the Audi and other clubs, and everyone had a great day, with Andrew Hall, Peter Fitzgerald and Stan Armstrong each scoring 10 points in their classes.

Belly summed it up well : "Another great day at Winton. Thanks as always to those that come all the way just to help run the day. Especially Paul and June, Al Saint, Anton and Steve and of course Chris my son, I would be lost without you mate!" Thank you to all the competitors all well behaved and careful when the weather turned, hope you all had a great day!

BMWCCV Motorsport Round #5 Phillip Island Sprint - Saturday 20th November. The final round of this year's Motorsport Championship was at Phillip Island, surely one of the world's great race tracks. A strong field of Audis turned up for the first of what we hope will be many combined events, and everyone (as always) had a great time.

Peter Fitzgerald and Francis Placentino showed us what e92 M3's can do, with Alan Pulsar and Andrew Hall close behind. Oliver led the big field of e30s home, and it was also great to see such a large number of new faces, all with ear-to-ear grins and that "we'll be back" look.

Finally – here's to a great holiday season to you all, and best wishes for the New Year.

We hope to see you all on the track next year!

The Mobile Chicane

# TOUR OF TASSIE 2010

**Friday 29th October 2010**

By Tony Wheelan

On Friday night James Butcher and his mother Karen in an E34 525i, David and June Cheong in an E36 323i, Matthew, Lisa, Thomas and Jamie Draheim in their X5, Robert and Louise Forrest in an E46 M3, Ian Round in an E46 330i convertible and yours truly in my M Coupe all met at the Beacon Cove Food Store prior to boarding the Spirit of Tasmania to have a drink as an ice breaker to allow the new members that hadn't been to a Car Club event in the past to meet each other. As you can see the BMW range was well represented with a great variety of vehicles.

Once on board and bags stowed our thoughts turned to dinner and a few nervous passengers were quickly donning wrist bands and taking sea sickness tablets with the forecast of a rough Bass Strait crossing. I thought James and Karen were a bit keen going to see the Titanic exhibition prior to coming on this trip. At least Robert and Louise had the right idea and were going after the trip on the way home.

As it turned out it was a fairly smooth passage across to Tasmania and we arrived to a 5:40am wake up call to disembark at Devonport. As we were one of the last on board, it meant we were one of the first off. Isn't it great when things you try and plan work out successfully. Now I will hand over to each of the travellers who will give a report on each day's activities.

**Saturday 30th October 2010**

By James and Karen Butcher

Ah, the Spirit of Tassie tub had landed! (the kwells worked swell!) Awoke to a reasonable morning in Devonport, the promise of some early morning curve eating motoring on Targa stage Latrobe, to Sheffield for a welcoming and very nourishing breakfast and walkabout.

Mid morning it was onward and upward on the Wilmot Targa stage traveling through drop-dead gorgeous Tassie in spring countryside. Then coastal Burnie, headed for a relaxing luncheon at Killynaught Cottages.

With our taste buds nicely teased and tumms filled sufficiently, we headed cloggs-down in convoy along Targa stage South Riana to the breathtaking beauty of Stanley (and his famous 'Nut'). - Well, it would have been if it was visible! Low cloud and precipitation-a-plenty bailed most of us up for the afternoon. Some brave hearts did manage to venture out a little, but nature won out this particular time. We were looking forward to the panorama from the chairlift, but the window of our 'Seaview Inn' had to suffice.

The dinner gong around 7pm would cheer us up, a sumptuous meal did not disappoint (together with an equally sumptuous shiraz), an entertaining evening with some great conversation saw closure around 10pm. Well earned shut eye was on the cards, day one was done and dusted, and a quick night time prayer to 'stop raining' was all that remained.

The anticipation of a great day at Cradle Mountain with better weather beckoned....

**Sunday 31st October 2010**

By David and June Cheong

We woke up at Stanley Seaview Inn to more rain. Louise and Robert braved the elements and went for an early morning walk and returned with very wet clothes! We walked to the restaurant with umbrellas and coats to a lovely cooked breakfast.

We had to cancel our chairlift ride to The Nut because the top was missing! Well, it was low cloud, foggy and raining so we headed off via Wynyard and Burnie to Cradle Mountain. We gave Hellyer Gorge a wide berth as the rain was pelting down, trees on the road and strong winds. Although it was wet, everyone remained cheerful and happy, because we had a drive through lovely scenic country to Cradle Mountain Chateau.





# TOUR OF TASSIE 2010

We proceeded to check in when the power went out, so we wandered around, and looked at the shops. Once again, Tony's wonderful organising saw us head to Quolls Restaurant for a pre booked lunch of lasagne and salad and scrumptious chocolate cake or strawberry cheesecake. We rolled back to our very nice rooms to unpack then headed off for the 10k drive to Cradle Mountain. The boom gate was misbehaving due to power being off, so we got a bit separated. The solution was to drive around the wrong side of the boom gate to get in! The hardy souls (see above) had decided to walk the 6k trek around Dove Lake, with the orders to send help if they weren't back by six! The rest of us rugged up as it was still raining and foggy, and walked down to the boatshed and marvelled at the breathtaking beauty of the place.

Of course we were all starving (not) and headed back to Quolls for another delicious buffet dinner. Too many choices of food! and more food! Twelve of us made it including Louise & Robert who didn't get lost. We got a lot of curious looks as several of us were in our navy and white striped "Tour of Tas" rugby tops.

Between courses we went out onto the deck and Thomas and Jamie Draheim - and the big kids -were fascinated by the tame wallabies and wombats grazing.

The dessert menu was extensive but a lot of us went for the pannacotta. It was a test to see who could get it from the serving plate to our plate right way up as it was very wobbly. And the winner was.....Thomas Draheim. A 7yr old (almost 8) put the adults to shame - we all had various serves, upside down, sideways etc but Tom's was perfect. After some more drinks and great talks and laughter we retired for the night, well fed, happy and tired.

Thanks to Tony for a well organised and fun trip. I must add that Thomas and Jamie Draheim (6) were the best behaved and lovely kids to have on a trip and were fun to talk to. And their toy friends Harry the spiky echidna and Cooper the Tassie Tiger. It was lovely to meet some new faces, Ian Round, Karen and James Baker, Louise and Robert Forrest and to spend time again with Tony and the Draheims.

## Monday 1st November 2010

By Matthew and Lisa Draheim

Awoke in Cradle Mountain Chateau to a drizzly, foggy, 2.5°C start to the day. A smorgasbord breakfast set us up for an exciting day ahead. We departed at 8:30am and travelled along winding roads to Marakoopa Caves our first stop for the day. Unfortunately due to torrential rain in the preceding days the caves were awash and our original plans aborted. The highlight of these caves were to be the glow worms and underground streams (or rivers !) but not to worry, King Solomon opened his cave so a trip underground was on the cards. King Solomon Caves were absolutely spectacular.



Our guide, Hayden, showed us stalagmites, stalactites, shrouds and "bacon rashers". We were aghast at the beauty held underground, cameras never stopped flashing! Amongst a plethora of facts and figures from Hayden one vividly stands out – it takes approximately 10,000 liters of water (drip by drip) to form just 1kg of stalagmite – we were standing in one seriously old cave!

Following our underground experience we travelled onto our lunch destination, Christmas Hills Raspberry Farm in Elizabeth Town. Dave, June and the Draheims made a quick stop at the Honey Farm in Chudleigh for some honey supplies and grabbed a Leatherwood honey ice-cream for the road (as if we hadn't indulged enough already !).

We enjoyed lunch out on the deck at the Raspberry Farm overlooking the lake, a rather tranquil setting. We then departed for Launceston with a mandatory stop (as all car clubs do) at the Longford Country Club Hotel (aka The Chequered Flag Pub) site of the Australian Grand Prix in 1959 and 1963.

A short drive down the highway and we were in Launceston headed for the Country Club Villas for our overnight stay and yes of course another smorgasbord of fine food and unforgettable desserts at the Links Restaurant at the Launceston Country Club.

Amongst fine food and laughter and an abundance of alcohol (nobody was driving!!) we had a very enjoyable night topped off by an unexpected call to Dave & June from their daughter, Tahli, who announced her engagement to Clint. Needless to say with a pending wedding, Dave's plans for a new BMW are on hold!!

# TOUR OF TASSIE 2010

**Tuesday 2nd November 2010**

By Robert and Louise Forrest and Ian Round

We woke to a beautiful sunny day. After another 3 course breakfast, the “soft core” group went to Cataract Gorge, shopping and monkeys in the park!

The “BMW Stalwarts” found some up hills, down hills and twisty bits on the “Sideling Targa Stage” to Scottsdale and did we have fun! Then back to Rosevears Winery via the Tamar River and the Batman Bridge with great scenery and more twisty bits.

We met up with the “soft core” group at Rosevears Winery and had a long, enjoyable lunch with good food and good wine. A Melbourne Cup Sweep was organized at breakfast and we watched the race via 2 televisions, one in the M3 and one in the X5. “Ned-tin-ar-se-ex-presidente” won both first and last place (no one has spoken to him since).

After this it was on to Devonport and home aboard the “Spirit of Tasmania”

The group gratefully acknowledged Tony’s wonderful organization of the trip (but we still don’t know how he managed to drive fast, read trip notes, talk on the UHF and phone ahead all alone in the car?!).

An unforgettable trip with great company, cars, roads and food.

**Wednesday 3rd November 2010**

By Tony Whelan

When we arrived at Melbourne to the 5:40am wake up call, it was time to say our goodbyes.

The Draheim’s had to go to work and school so headed straight for home around the corner. As most of the remainder of us lived in the country and had managed to have Wednesday off as well, we all went to the Beacon Cove Food Store for a sumptuous breakfast prior to heading home. Just what we needed, more food.

As you can see a fantastic time was had by all and now it is time to start saving up for next year with a trip planned on Valentine’s Weekend to Rusty Springs in Avenel and then Melbourne Cup Weekend to the Alpine area around Bright and Thredbo.





# PLUG IN HYBRID TECHNOLOGY

Vision Becomes Reality: BMW Announces Serial Production Of Sports Car With Plug-In Hybrid Technology  
It was the star of the Frankfurt international motor show IAA in 2009: a four-seater sports car with charismatic design, fascinating performance figures and unsurpassed efficiency, powered by BMW ActiveHybrid technology and presented under the title BMW Vision EfficientDynamics. With its wide range of completely or virtually production ready components, this concept study met with an overwhelming response.

There was a widespread desire to put the car on the road, and the realisation of this desire is moving considerably closer. At the Leipzig trade fair centre BMW is presenting a fully road-ready technology showcase vehicle based on the BMW Vision EfficientDynamics concept study. This presentation will give media representatives their first ever opportunity to find out what it is like to drive the 2+2-seater car powered by an innovative hybrid system.

The concept study BMW Vision EfficientDynamics represents the future of driving pleasure. Since its world premiere at the IAA 2009 it has received several awards both for its futuristic design and its ground-reaking engine technology. Just 1.24 metres high, the 2+2-seater takes up the characteristic BMW shaping style, geared consistently towards aesthetic appeal and dynamic performance.

Wing doors facilitate entry to both rows of seats, while extensive aerodynamic measures reduce the drag coefficient to 0.22. The combination of a 3-cylinder turbo diesel with a hybrid synchronous motor at the front axle and a full-hybrid engine at the rear axle enables an overall system output of 241 kW/328 bhp.

The innovative design of the BMW ActiveHybrid technology allows performance figures at the level of a sports car, with just 4.8 seconds required for the sprint from zero to 100 km/h - with an average fuel consumption in the EU test cycle (KV01) of 3.76 litres/100 kilometers, equal to 75.1 mpg imp, and a CO<sub>2</sub> emission rating of 99 grams per kilometer (1,3 l/100km and 33g CO<sub>2</sub>/km; EU-PHEV ECE-R101).

This unique relation between dynamic performance and efficiency derives from the high level of efficiency of all engine components as well as intelligent linking of the power output of the three engines, as well as precisely controlled energy management including brake energy regeneration. What is more, the study BMW Vision EfficientDynamics is conceived as a so-called plug-in hybrid.

The lithium-polymer rechargeable battery housed centrally in a longitudinal chassis element and designed especially for this hybrid sports car can be fully charged at a conventional power socket within just two and half hours. The use of electrical energy alone permits zero-emissions motoring with a range of some 50 kilometres, while a 24-litre diesel tank extends the total action radius of the vehicle to up to 700 kilometres.

By developing a sports car based on the BMW Vision EfficientDynamics concept study for serial production, the Munich-based premium automobile manufacturer underscores its position as a global leader in the production of sporty vehicles with exemplary efficiency. All current models are fitted as standard with extensive measures for the reduction of fuel consumption and CO<sub>2</sub> emissions.

The innovations used for this purpose are based on the development strategy BMW EfficientDynamics, which also includes BMW ActiveHybrid technology as well as purely electrical drive systems. With the BMW ActiveHybrid 7 and the BMW ActiveHybrid X6, two serial production vehicles have already been launched in which a BMW-specific combination of combustion and electric drive results in an especially efficient increase in the driving dynamics so characteristic of the brand. The BMW Group is also undertaking extensive field tests in regular traffic, which after the MINI E will soon include the BMW ActiveE, so as to prepare for serial production of a purely electrically powered model which is to be produced at the BMW plant in Leipzig from 2013 as the Megacity Vehicle.

At the same time, the current technology showcase vehicle being presented to mark the expansion of the BMW Leipzig plant not only demonstrates the consistent further development of BMW ActiveHybrid as a drive concept. It also highlights the expertise of the BMW Group in the integrated development of vehicle concepts which are geared towards the principles of BMW EfficientDynamics in every detail. Like the Megacity Vehicle, the sports car based on the BMW Vision EfficientDynamics study is an example of how future-oriented mobility opens up fascinating perspectives in combination with the driving pleasure characteristic of BMW.

BMW PRESS CLUB



# BMW MOTORSPORT

## BRIAN'S YEAR

My Second year racing, now in a near stock production 323i, tuned, with Good Suspension!.

Round 1 – Winton in the wet. Got the handling sorted out “finally” and then got onto the podium, WOW!! Gotta love the wet, only time less (power) is more!! Talk about starting the year with a blast!

Round 2 - The Island. Aim: Break the dreaded 2 minute Barrier, Done in qualifying! Great! Can I back it up in racing? Not Quite – but still had a blast, finished the round mid field, gotta be happy with that from the little engine on such a fast track!!

Round 3 – Sandown, and the anniversary of my OLT at the Horsepower track, and just like 12 months earlier, haunted by gremlins, this time the Dreaded E30 Fuel pump issues turned me into a spectator for Qualifying. Grrr - but with help from others we got it sorted for a good weekend with another Personal Best

Round 4 – Sandown again, and another Personal Best! Yay! Starting to understand how to drive An E30 Fast, even without lots of power!

Round 5 – Winton. Pulled one out of the bag with a 1:42. Had some great racing – Close battles in every race for very minor placings, but the best racing yet!

Round 6 – The Island again. It was a Flying weekend at the Island: Matt Martin set a new Lap Record (Congrats Matt), and nearly everyone set new Personal Best lap times. Wow!! and somehow I did a low 1:58!!.

Round 7 – Winton. What can I say. Couldn't repeat the times of the last outing at Winton Grrr! Getting frustrated with the lack of power, can get past people in the twisties only to be driven past down the straights, time for a 2.5litre, hopefully I'll get it done in time for next season! Only time will tell...

Brian Bourke

## MATT'S ROUND 7 WRAP UP - WINTON

Round 7, 13/14 November, Winton Motor Raceway

Winton Motor Raceway was the venue for the final round of the BMW Drivers Cup for 2010. 12 cars took to the grid, including the return of 2006 champion Nathan Geier who has been racing on and off in the Mini Challenge for the last couple of years.



The weather forecast of thunderstorms and torrential rain didn't deter the drivers but many of them splashed out and bought brand new tires for the weekend (Brand new tires offer significantly more grip in the rain because of the greater tread depth). Fortunately the rain gods smiled on Winton and for the most part the racing was dry.

Qualifying was a familiar sight, with series points leader Matt Martin on pole again, with Nathan completing the front row and Rob Braune (a series rookie) and Oliver filling the 3rd and 4th spots. Rob has spent many years racing a Valiant Charger in Historic Touring Cars and has adapted well to the more nimble and far less powerful e30 race cars. His ex David Levy car has proven to be one of the fastest cars this year, helped no doubt by Rob's mechanical ability and dyno business.

Race one saw Matt jump the start and incur a 15 sec post race penalty, with Nathan finishing in first place and Rob a very close second. NSW competitor Stan Armstrong completed the top 3 after BMW Club Vice President Oliver Lindsaar struck mechanical problems.

Race two saw the first two swap places, this time Rob was first and Nathan second. Matt clawed his way back to 3rd but was encountering cooling system problems that would finish his weekends racing. Oliver had a temporary reprieve from his fuel pump problems, and worked his way up from last to sixth, followed closely by Paul Kertes, who was getting back into the swing of racing and moving steadily forward.

In race 3 the fuel system issues that had been plaguing Oliver all weekend started affecting Rob as well, causing him to slip to 10th with Nathan, Stan and Alan filling the first three positions, with Paul was 4th, and Oliver back to last place.

The final race saw a depleted field take to the grid, with Matt, Nathan and Oliver all listed as non-starters. Stan, Alan and Paul took the top 3 positions after Rob retired during the race with ongoing problems. Overall e30 placings for the meeting were Alan Saint taking a well-earned first place, with Nathan 2nd Paul 3rd.

Matt Martin

*Top Marque 22*



# BMW MOTORSPORT

## PHILLIP ISLAND ROUND 6

*Time apart makes the heart grow fonder - A prodigal son returns to the BMW Drivers Cup*

I didn't know what to expect. That was the way I approached Round 6 of the BMW Drivers Cup at Phillip Island this year. I hadn't raced with these guys since 2007. I hadn't raced at Phillip Island since 2006. I hadn't raced anything since MINI Challenge in December 2009. And I was jumping into a car I'd never driven before.

And you know what? None of that mattered once we hit the track. And this weekend at the Island was quite possibly the most fun I've ever had in a race car. It ticked all the boxes – enjoyable racing, competitive camaraderie and outright speed. How had I survived for 3 years away from this?

Since the last time I raced with a pack of E30 Racing Cars, I'd had the chance to race my own E30 all over Australia: Queensland Raceway, Morgan Park and Lakeside in Queensland; Hidden Valley in the Northern Territory; Oran Park and Eastern Creek in New South Wales; and the ultimate track in Australia, Mount Panorama Bathurst. These cars are so nice to drive on the limit at any track in Australia, and have the capacity to put more powerful and developed cars to shame. I don't have enough space to list all the positive comments from fellow racers about the way the E30 goes round corners – they never suspected the humble BMW!

In the 12 months leading up to Phillip Island, I'd been dabbling in all sorts of cars all over the world. An E36 M3 around the Nürburgring in Germany. A 2005 Mustang GT V8 around Miller Motorsports Park in the USA. A 600hp NASCAR around Las Vegas Motor Speedway. And a MINI R56 John Cooper Works Challenge car around the streets of Sydney Olympic Park. And although those cars and circuits will certainly be a highlight in my life, I'd have to put my time in an E30 325i at Phillip Island up the top of that list.

The E30 is a rewarding car to drive. It's a mechanical animal. No computer aided braking or chassis aids. It speaks to you. The steering tells you exactly where the nose is heading, and the seat of your pants tells you how much grip is available from the Yokohama tyres. And around a track like Phillip Island, with an average speed in an E30 of just under 140 kilometres per hour, you need as much of that grip as possible in the high-speed corners.

You especially need that grip if you spend all 3 races fighting tooth and nail with the series leader, Matt Martin. The quality of racing at the front of the field is outstanding. For every lap I spent dicing with Matt, there was huge levels of respect and commitment. Matt wouldn't give an inch, and neither would I. Even when catching some slow Saloon Cars, the racing didn't stop. At the end of 3 races, I had to concede that Matt had the outright speed to win all three. A job well done, but watch out for next time Matty – I'll bring more ponies next time!

The story behind us was much of the same. There was absolutely nothing between Michael Stillwell, Simon Lyne & John Angiolella in our rear view mirrors. And the battle of the Production Cars was on between Brian Bourke & Alan Saint! My only regret was that a number of series regulars I fondly remember were not in attendance; where were Geoff Bowles, Oliver Lindsaar, Robert Braune, Anton Bergman, Gary Pearce and Serge Lubicz? They missed out on an absolute cracker weekend of racing, without a cloud in the sky. Their loss!

And if you fancy enjoying 'an absolute cracker weekend of racing', why not log on to [www.e30racing.com.au](http://www.e30racing.com.au) and find out how YOU can come and play with us!

Dave Stillwell



*Photo's by Jess Bell*

# BMW 1 SERIES M COUPE

The letter M now comes to the segment of the BMW 1 Series to symbolise outstanding power delivery and the highly dynamic driving properties of a high-performance sports car. In the BMW 1 Series M Coupe, the technology of a high-performance car is combined with the agility and lightness of a compact model to create a whole new dimension of sports-style driving pleasure. With this 2-door model, BMW M GmbH is now realising for the first time in this vehicle class its concept of racing-oriented performance characteristics in a car developed for everyday use. This further extends the company's model range, paving the way for younger target groups to be able to access the hallmark driving experience offered by an M car.

The BMW 1 Series M Coupe embodies the unmistakable M feeling in a highly concentrated form. Its in-line 6-cylinder engine with M TwinPower Turbo and petrol direct injection develops a maximum output of 250 kW/340 bhp with an engine-speed-oriented characteristic curve typical of BMW M cars. With chassis technology derived directly from motor racing, a power-to-weight ratio reduced to 4.4 kilograms per bhp and precisely optimised aerodynamic components including innovative air curtains at the front end, supreme conversion of superior propulsion power into thrilling driving dynamics is guaranteed. The BMW 1 Series M Coupe accelerates in 4.9 seconds from zero to 100 km/h and reaches the 200 km/h mark after 17.3 seconds. In the area of efficiency, too, it achieves top figures within its performance category. Its average fuel consumption in the EU test cycle is 9.6 litres per 100 kilometres, while CO<sub>2</sub> emissions are at 224 grams per kilometre.

The design of the front end impressively reflects the outstanding performance capabilities of the BMW 1 Series M Coupe. The powerfully shaped front apron forms a homogeneous surface, dominated in the lower section by three large-format air intakes. In order to optimise the aerodynamic properties, so-called air curtains are used for the first time in serial production vehicle. The in-flowing air is routed into two ducts by means of openings in the outer section of the front apron. These openings are designed so that the air flows along the inside of the front apron in a closed duct to the wheel arches, where it is discharged through a very narrow opening at high speed, just passing the outer wheel flanks. The escaping air stream covers the side of the front wheels like a curtain, thereby reducing aerodynamically unfavourable turbulence around the wheel arches.

The BMW 1 Series M Coupe is fitted as standard with bi-xenon headlamps. The twin circular headlights characteristic of the brand are truncated in the upper section by an LED-fed positioning light. This is what creates the typical focussed look of the BMW 1 Series M Coupe.

The powerfully arched wheel arches also make the rear of the BMW 1 Series M Coupe seem especially broad. Horizontally arranged lines accentuate this impression. A discreet spoiler lip on the luggage compartment lid generates additional downforce on the rear axle at high speeds. The rear apron has side openings which echo the look of the air intakes in the front apron. The characteristic M visual symmetry is created by chrome twin tailpipes, each positioned towards the outer edges. L-shaped rear light clusters with red glass covers create a characteristic night-time illumination. Inside these, the rear light is provided by two light banks fed by LED units.

An in-line 6-cylinder engine with outstanding performance, sensational free-revving properties and long-lasting thrust provides the BMW 1 Series M Coupe with its power source for delivering supreme driving dynamics. The 3.0-litre power unit combines hallmark M performance characteristics with contemporary efficiency. It has been modified in M style so as to be able to handle the requirements of both everyday traffic and the race track. The result: with an engine output of 250 kW/340 bhp, the BMW 1 Series M Coupe achieves almost exactly the level of the third-generation BMW M3, while in terms of driving dynamics this compact, top-flight athlete is clearly superior to the latter model, which was replaced just a few years ago.

The engine reaches its maximum output at 5,980 rpm. With this engine-speed-related performance curve, the 6-cylinder power unit embodies the characteristic M properties of a high-performance engine: the BMW 1 Series M Coupe spurts in just 4.9 seconds from standing to 100 km/h, and the urge to accelerate is limited at 250 km/h by means of intervention in the engine control system. The transmission of propulsion power in the BMW 1 Series M Coupe is taken care of by a 6-speed manual transmission. This newly developed transmission is operated using a very short M gearshift lever.





# BMW 1 SERIES M COUPE

The BMW 1 Series M Coupe has a chassis whose elements have run through BMW M GmbH's racing-oriented development process. Numerous key components were originally conceived for the BMW M3 and are now to be found in the compact high-performance coupe in modified form specifically adapted to the new model.

The BMW 1 Series M Coupe is fitted as standard with a variable M differential lock. This generates lock-up torque as required and completely variably up to 100%, thus providing for optimum traction on all road surfaces. The variable M differential lock responds to differences in rotational speeds in the right and left rear wheel, redirecting drive torque within a fraction of a second. So where there are significant differences in friction coefficients between the right and left rear wheel, for example, optimum traction and maximum propulsion power are ensured. The principle of the engine-speed-sensing M differential lock supports the dynamic qualities of rear-wheel drive both on slippery surfaces and when accelerating out of bends.

The M-specific compound high-performance brake system of the BMW 1 Series M Coupe provides impressive stability even under extreme stress, as well as being extremely light. The design principle of the brake system is derived from motor racing and guarantees excellent deceleration figures with significantly reduced heat sensitivity. Their inner-vented and perforated grey cast iron discs with a diameter of 360 millimetres at the front and 350 millimetres at the rear are linked to the aluminium disc chamber on a floating basis by means of cast-in premium steel pins.

The driving stability control system DSC (Dynamic Stability Control) of the BMW 1 Series M Coupe includes such elements as the Antilock Brake System (ABS), an anti-slip control function (ASC), the brake assistant Dynamic Brake Control (DBC), a drive-off assistant, Cornering Brake Control (CBC), an anti-fading function and a dry brake function. In the wet or on slippery surfaces the driving stability system intervenes early on but discreetly so as to prevent oversteering. As an alternative to normal operating status, the driver can activate M Dynamic Mode (MDM) by means of a switch on the instrument panel, thereby raising the intervention threshold of the driving stability control system.



Extensive range of standard equipment, high-quality options and innovative BMW ConnectedDrive features. In addition to those features characteristic of M vehicles and other elements specific to this particular model which directly contribute to creating an exclusive driving experience in a high-performance sports car, the BMW 1 Series M Coupe also features an extensive range of standard equipment which underscores its premium character. The 2-door model shows its practical qualities with such features as four fully-fledged seats, a level of comfort which is geared towards covering lengthy distances and a luggage compartment with a capacity of 370 litres. Additional comfort needs can be fulfilled with a range of innovative options which are largely unique within the competitive field.

In addition to air conditioning and cruise control, the audio system BMW Radio Professional with MP3-capable CD player and six speakers, two-zone automatic air conditioning, a rain sensor and Park Distance Control with sensors at the rear come as standard. Optional extras include comfort access, automatic anti-dazzle interior and exterior mirrors, the Harman Kardon Surround Sound System and the navigation system Professional with hard drive storage. In conjunction with the navigation system the BMW 1 Series M Coupe is fitted with the operating system iDrive which enables control of infotainment, navigation and communication functions using the Controller and an 8.8-inch Control Display.

The range of features available from the BMW ConnectedDrive development area includes the driver assistance systems Adaptive Headlight and High Beam Assistant. Innovative technologies to integrate mobile phones and music players are available for the BMW 1 M Series Coupe in combination with the navigation system Professional including mobile phone preparation and internet connection. Thanks to the new interface technology, the latest generation of the Apple iPhone and the Apple iPod touch can be controlled via the iDrive menu. As the latest addition to the range of office functions also developed within the BMW ConnectedDrive program, owners of a BlackBerry smartphone by the mobile phone manufacturer RIM (Research In Motion) can now display e-mails on the vehicle monitor of the BMW 1 Series M Coupe via Bluetooth.

BMW PRESS CLUB

E30 RESULTS

BMW E30RACING – BMW DRIVER'S CUP - 2010 CHAMPIONSHIP  
Round 5 – Winton (September 26th / 27th - Series Total and Position with 1 Dropped Rounds )

Car No:	Competitor	Race 1		Race 2		Race 3		Race 4		Qualifying Rank	Qualifying Fastest Lap	Round Total	Round Points	Round Position	Cumulative Total	Current Position
		Pos	Pts	Pos	Pts	Pos	Pts	Pos	Pts							
	E30 Racing															
43	Matt Martin	1	25	1	25	1	25	2	22	1	1:39.7404	97	25	1	100	1
20	Robert Braune	4	18	2	22	2	22	1	25	3	1:40.6306	87	22	2	47	9
28	Sean Bell	2	22	3	20	3	20	3	20	2	1:40.5621	82	20	3	67	4
4	Simon Lyne	3	20	4	18	4	18	4	18	5	1:42.0270	74	18	4	74	3
54	Alan Saint	6	15	6	15	6	15	6	15	10	1:46.3645	60	16	5	53	8
29	Chris Bell	5	16	8	13	9	12	9	12	6	1:44.3618	53	14	7	14	16
8	Steve Seizis	9	12	10	11	8	13	7	14	8	1:45.1143	50	13	8	55	7
50	Gary Pearce	DNF		5	16	5	16	5	16	4	1:41.8271	48	12	9	40	10
5	John Angiolella	8	13	9	12	10	11	10	11	9	1:45.1506	47	11	10	11	18
	E30 Production															
34	Brian Bourke	7	14	7	14	7	14	8	13	7	1:44.4704	55	15	6	66	5
	E30 Guests															
20	Geoff Dunkin	1	25	1	25	1	25	1	25	11	1:49.3950	100				

Car No:	Competitor	Fastest Lap ( information only )				Best Lap This round	Personal Best Lap
		Race 1	Race 2	Race 3	Race 4		
	E30 Racing						
43	Matt Martin	1:41.5675	1:40.1349	1:40.0237	1:39.9905	1:39.9905	1:39.9905
20	Robert Braune	1:42.1440	1:40.4277	1:40.3292	1:40.4653	1:40.3292	1:40.3292
28	Sean Bell	1:42.1080	1:40.2694	1:41.1877	1:40.7849	1:40.2694	1:40.2694
4	Simon Lyne	1:42.0330	1:41.0712	1:41.3326	1:41.2990	1:41.0712	1:41.0712
54	Alan Saint	1:43.1161	1:42.2803	1:43.2300	1:43.1837	1:42.2803	1:42.2803
29	Chris Bell	1:43.9427	1:43.2397	1:43.5381	1:43.9532	1:43.2397	1:42.7305
8	Steve Seizis	1:44.0575	1:44.0702	1:43.4220	1:43.0214	1:43.0214	1:43.0214
50	Gary Pearce	1:42.0687	1:42.0665	1:41.9923	1:41.7504	1:41.7504	1:41.1168
5	John Angiolella	1:42.6768	1:42.8903	1:43.3881	1:46.6778	1:42.6768	1:42.6768
	E30 Production						
34	Brian Bourke	1:43.8489	1:42.8921	1:43.0415	1:42.9998	1:42.8921	1:42.8921
	E30 Guests						
20	Geoff Dunkin	1:50.0597	1:45.2124	1:45.5010	1:47.5213	1:45.2124	1:45.2124

Previous Lap Record: 1:39.4947  
Set by: Stephen Ford

BMW E30RACING – BMW DRIVER'S CUP - 2010 CHAMPIONSHIP  
Round 6 – Phillip Island (September 26th / 27th - Series Total and Position Allowing 1 Dropped Round )

ID	Car No:	Competitor	Race 1		Race 2		Race 3		Qualifying Rank	Qualifying Fastest Lap	Round Total	Round Points	Round Position	Cumulative Total	Current Position
			Pos	Pts	Pos	Pts	Pos	Pts							
		E30 Racing													
Mm	43	Matt Martin	1	25	1	25	1	25	1	1:55.7727	75	25	1	100	1
Ds	86	David Stillwell	2	22	2	22	2	22	2	1:55.8552	66	22	2	22	15
Ms	6	Michael Stillwell	2	22	3	20	3	20	3	1:58.2054	62	20	3	36	11
Ly	4	Simon Lyne	4	18	7	14	4	18	6	1:59.9631	50	18	4	74	3
Ss	8	Steve Seizis	7	14	5	16	6	15	8	2:00.0873	45	15	6	55	7
Ja	5	John Angiolella	6	15	4	18	DNF		5	1:59.3579	33	15	6	11	18
Sb	28	Sean Bell	8	13	DNF		DNS		4	1:58.5765	13	13	8	67	4
As	54	Alan Saint	5	16	6	15	DNF		7	1:59.9675	31	12	9	55	7
		E30 Production													
Bb	34	Brian Bourke	9	12	8	13	5	16	9	2:00.4029	41	14	7	66	5
		E30 Guests													
Ba	60	Rodney Barrett	1	25	1	25	EXC		10	2:03.0240	50	18	4		

ID	Car No:	Competitor	Fastest Lap ( information only )			Best Lap This round	Personal Best Lap
			Race 1	Race 2	Race 3		
		E30 Racing					
Mm	43	Matt Martin	1:55.5637	1:54.1212	1:55.5669	1:54.1212	1:54.1212
Ds	86	David Stillwell	1:55.8916	1:54.5321	1:55.3858	1:54.5321	1:54.5321
Ms	6	Michael Stillwell	1:57.8678	1:58.2989	1:58.4559	1:57.8678	1:57.8678
Ly	4	Simon Lyne	1:58.0180	1:58.6224	1:58.2240	1:58.0180	1:57.5753
Ss	8	Steve Seizis	1:59.3197	1:57.6992	1:58.2118	1:57.6992	1:57.6992
Ja	5	John Angiolella	1:58.3086	1:57.9639	1:58.3354	1:57.9639	1:57.9639
Sb	28	Sean Bell	1:58.8343	1:58.0698	DNS	1:58.0698	1:58.0698
As	54	Alan Saint	1:58.2153	1:57.3022	1:59.0845	1:57.3022	1:57.3022
		E30 Production					
Bb	34	Brian Bourke	1:59.4818	1:58.1333	1:58.1929	1:58.1333	1:58.1333
		E30 Guests					
Ba	60	Rodney Barrett	2:00.9771	2:03.0072	EXC	2:00.9771	2:00.9771

New Lap Record: 1:54.1212  
Set by: Matt Martin



E30 RESULTS

BMW E30RACING – BMW DRIVER'S CUP - 2010 CHAMPIONSHIP

Round 7 – Winton ( November13th / 14th - Series Total and Position Allowing 2 Dropped Rounds )

Car No:	Competitor	Race 1		Race 2		Race 3		Race 4		Qualifying Rank	Qualifying Fastest Lap	Race Total	Round Points	Round Position	Cumulative Total	Current Position
		Pos	Pts	Pos	Pts	Pos	Pts	Pos	Pts							
	E30 Racing															
54	Alan Saint	3	20	4	18	2	22	1	25	7	1:43.0209	85	25	1	78	5
25	Nathan Geier	1	25	2	22	1	25	DNS		2	1:41.7102	72	22	2	22	16
42	Paul Kertes	9	12	6	15	3	20	2	22	9	1:44.1633	69	20	3	46	9
4	Simon Lyne	4	18	9	12	4	18	3	20	8	1:43.2158	68	18	4	92	1
28	Sean Bell	8	13	8	13	5	16	4	18	6	1:42.8302	60	16	5	83	4
20	Robert Braune	2	22	1	25	9	12	DNF		3	1:42.1657	59	15	6	62	7
8	Steve Seizis	6	15	7	14	7	14	7	14	11	1:44.9221	57	14	7	69	6
5	John Angiolella	7	14	11	10	6	15	5	16	12	1:45.6604	55	13	8	24	14
98	Oliver Lindsaar	11	10	5	16	10	11	DNS		4	1:42.2772	37	12	9	88	2
43	Matt Martin	5	16	3	20	DNS		DNS		1	1:40.3380	36	11	10	125	1
	E30 Production															
34	Brian Bourke	10	11	10	11	8	13	6	15	10	1:44.7769	50	25	1	91	1
	E30 Other															
22	Stan Armstrong (2.7litre)	1	25	1	25	1	25	1	25	5	1:42.7237					

Car No:	Competitor	Fastest Lap ( information only )				Best Lap This round	Personal Best Lap
		Race 1	Race 2	Race 3	Race 4		
	E30 Racing						
54	Alan Saint	1:43.2761	1:42.3801	1:42.2296	1:43.1657	1:42.2296	1:42.2803
25	Nathan Geier	1:41.5990	1:40.7358	1:40.8426	DNS	1:40.7358	1:39.5438
42	Paul Kertes	1:44.2651	1:42.2964	1:42.6406	1:43.2031	1:42.2964	1:41.2247
4	Simon Lyne	1:43.0228	1:43.9520	1:42.7378	1:43.3494	1:42.7378	1:41.0712
28	Sean Bell	1:44.3285	1:42.7189	1:42.1799	1:43.3099	1:42.1799	1:40.2694
20	Robert Braune	1:41.7600	1:40.7911	1:41.2042	1:42.0409	1:40.7911	1:40.3292
8	Steve Seizis	1:44.2300	1:43.8328	1:43.8322	1:44.2990	1:43.8322	1:43.0214
5	John Angiolella	1:44.3699	1:43.2794	1:44.0337	1:43.9477	1:43.2794	1:42.6768
98	Oliver Lindsaar	1:42.2835	1:41.7150	1:43.8342	DNS	1:41.7150	1:40.5561
43	Matt Martin	1:41.0777	1:41.0020	DNS	DNS	1:41.0020	1:39.9905
	E30 Production						
34	Brian Bourke	1:44.4762	1:43.8877	1:43.4194	1:44.1837	1:43.4194	1:42.8921
	E30 Other						
22	Stan Armstrong (2.7litre)	1:42.2974	1:42.1239	1:42.2547	1:42.3766	1:42.1239	1:40.9856

Previous Lap Record: 1:39.4947  
Set by: Stephen Ford

BMW E30RACING – BMW DRIVER'S CUP - 2010 CHAMPIONSHIP

Final Points After Allowing Two Dropped Rounds

Car No:	Competitor	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Dropped	Overall	Final Ranking	
		Points	Points	Points	Points	Points	Points	Points	Rounds	Points	Points	Position
	E30 Racing											
43	Matt Martin	25	25	25	22	25	25	10	4, 7	157	125	1
4	Simon Lyne	20	18	16	12	18	18	18	3, 4	120	92	2
98	Oliver Lindsaar	16	20	22	18			11	5, 6	87	87	3
28	Sean Bell	18		16		20	13	16	2, 4	83	83	4
54	Alan Saint	15	10	12	9	16	12	25	2, 4	99	80	5
8	Steve Seizis	12	13	14	10	13	15	14	1, 4	91	69	7
20	Robert Braune				25	22		15	1, 2	62	62	8
66	Anton Bergman	14	22	20					4, 5	56	56	9
42	Paul Kertes	13		13				20	2, 4	46	46	10
50	Gary Pearce	10	18			12			3, 4	40	40	11
6	Michael Stillwell				16		20		1, 2	36	36	12
24	Geoff Bowles		14		20				1, 3	34	34	13
77	David Levy		11	18					1, 4	29	29	14
5	John Angiolella					11		13	1, 2	24	24	15
86	David Stillwell					22			1, 2	22	22	16
25	Nathan Geier							22	1, 2	22	22	17
29	Chris Bell					14			1, 2	14	14	18
79	Andrew Adams		12						1, 3	12	12	19
33	Serge Lubicz	11							2, 3	11	11	20
53	Lockie Curran		10						1, 3	10	10	21
	E30 Production											
34	Brian Bourke	22	15	14	10	15	14	12	4, 7	102	80	5

# COE RESULTS

## BEST OF SHOW

BMW CAR CLUB OF VICTORIA INC.										
2010 CELEBRATION OF EXCELLENCE.			7-Nov-10							
BEST OF SHOW AWARD					GRAND	1	2	3	4	5
No:	CLASS	NAME	CAR	REGO	TOTAL	ENTRANT	EXTERIOR	INTERIOR	BOOT	ENGINE
					500	100	100	100	100	100
1	G	GARMEY Stewart	2002tii	SG 2002	415	87	78	79	84	87
2	D	GARMEY Stewart	E28 M5	E28M5	415	58	86	86	94	91
3	D	BARLOWE Josh	E23 M745i	BMW7	406	80	78	77	82	89
4	G	BATEMAN Rodney	2002	BM1976	396	94	72	59	81	90
5	A	McLACHLAN Jeff	Z4M	ZED 417	386	35	80	86	90	95
6	B	WHELAN Tony	M Coupe	ARW 007	375	45	73	86	88	83
7	B	BURKE Ian	Z3 M Roadster	V IB 010	374	46	77	78	84	89
8	B	FORSTER John	E46 M3	JF 700	352	46	62	78	75	91
9	D	VELLA Paul	E30 Conv	NOW 823	346	72	62	67	75	70
10	D	KANTZIOS George	E30 M3	WSH 426	344	43	78	67	78	78
11	C	ATKINSON John	E36 318i	QJC 239	340	51	72	62	68	87
12	B	MURPHETT Graeme	E46 325i	BC 325	336	28	70	75	78	85
13	B	SZAKOWSKI Joseph	Z3 2.8i	BMW 265	327	42	57	63	82	83
14	B	AJAY Natalie	E39 528i	WUV 670	314	62	54	67	61	70
15	D	CARUSO Paul	E23 735i	V II 007	308	76	56	44	70	62
16	R	BELL Sean	E30 Racecar	28	208	75	27	17	50	39

## PEOPLE'S CHOICE

BMW CAR CLUB OF VICTORIA INC.								
2010 CELEBRATION OF EXCELLENCE.					7-Nov-10			
PEOPLE'S CHOICE					GRAND			
No:	CLASS	NAME	CAR	REGO	TOTAL			
1		OLSEN Keith	E92 M3	968-750	7			
2	D	BARLOWE Josh	E23 M745i	BMW7	4			
3	D	GARMEY Stewart	E28 M5	E28M5	3			
4	D	KANTZIOS George	E30 M3	WSH 426	3			
5	B	WHELAN Tony	M Coupe	ARW 007	2			
6	G	GARMEY Stewart	2002tii	SG 2002	1			
7			2002	MT 2002	1			
8			2002	05371-H	1			
9				JKD 889	1			

## SUMMARY OF RESULTS

BMW CAR CLUB OF VICTORIA INC.										
2010 CELEBRATION OF EXCELLENCE.				7-Nov-10						
SUMMARY					GRAND	1	2	3	4	5
No:	CLASS	NAME	CAR	REGO	TOTAL	ENTRANT	EXTERIOR	INTERIOR	BOOT	ENGINE
CURRENT CARS E87 1s, E90 3s, E60 5s, E63 6s, and E65 7s, X3, X5, Z4					500	100	100	100	100	100
1	A	McLACHLAN Jeff	Z4M	ZED 417	386	35	80	86	90	95
PREVIOUS RANGE E46 3s, E39 5s, E38 7s, Z3										
		2001-2005								
1	B	WHELAN Tony	M Coupe	ARW 007	375	45	73	86	88	83
		1996-2000								
2	B	BURKE Ian	Z3 M Roadster	V IB 010	374	46	77	78	84	89
3	B	FORSTER John	E46 M3	JF 700	352	46	62	78	75	91
4	B	MURPHETT Graeme	E46 325i	BC 325	336	28	70	75	78	85
5	B	SZAKOWSKI Joseph	Z3 2.8i	BMW 265	327	42	57	63	82	83
6	B	AJAY Natalie	E39 528i	WUV 670	314	62	54	67	61	70
EARLY 90s RANGE E36 3s, E34 5s, E32 7s, E31 8s										
1	C	ATKINSON John	E36 318i	QJC 239	340	51	72	62	68	87
MID 80s RANGE E30 3s, E28 5s, E24 6s, E23 7s										
		1986-1990								
1	D	GARMEY Stewart	E28 M5	E28M5	415	58	86	86	94	91
		1981-1985								
2	D	BARLOWE Josh	E23 M745i	BMW7	406	80	78	77	82	89
3	D	VELLA Paul	E30 Conv	NOW 823	346	72	62	67	75	70
4	D	KANTZIOS George	E30 M3	WSH 426	344	43	78	67	78	78
5	D	CARUSO Paul	E23 735i	V II 007	308	76	56	44	70	62
70's Series E9 2500, 2800, 3.0L, E21 3s, E12 5s										
ALL '02 MODELS 1802, 2002, 114, E6, E10										
1	G	GARMEY Stewart	2002tii	SG 2002	415	87	78	79	84	87
2	G	BATEMAN Rodney	2002	BM1976	396	94	72	59	81	90
BMW RACE CARS, BMW RALLY CARS, BMW CLUB TRACK PREPARED CARS										
1	R	BELL Sean	E30 Racecar	28	208	75	27	17	50	39



# BMW MOTORSPORT RESULTS

## ROUND 6

BMWCCV 2010 Motorsport Championships - Round 5 Outright Results						Round Points					Final Championship Points for 2010
Outright Round 5 Position	Driver	Round 5 Best times	Car	Class	Class Position Round 5	5	4	3	2	1	
1	Peter Fitzgerald	1:48.75	e92 m3	H	1	9	10				19
2	Francis Placentino	1:51.23	e92 m3	F	1	10					10
3	Alan Pulsar	1:51.59	e36 m3r	F	2	9					9
4	Andrew Hall	1:52.68	m3	E	1	10	10	10		9	39
5	Oliver Lindsaar	1:56.70	e30r	G	1	10	9	10	10	8	47
6	Alex Lamblin	1:57.31	e46 m3	E	2	9					9
7	Paul Kertes	1:59.35	e30r	G	2	9	8		7	7	31
8	Luke Curran	1:59.99	e30r	G	3	8					8
9	Brian Bourke	2:00.29	e30r	G	4	7	5		4	10	26
10	Bruce Corrin	2:00.73	m3	F	3	8					8
11	Ian Burrell	2:01.26	3.0csi	D	1	10					10
12	John Magar	2:01.89	135i	D	2	9					9
13	Sean Bell	2:02.36	e30r	G	5	6					6
14	Matt O'Neill	2:02.40	e30 323i	G	6	5		7		10	22
15	Marcin Moszczynski	2:02.59	m3	E	3	8	9		8	9	34
16	David Carver	2:03.76	e36 m3	E	4	7	4			8	19
17	Warren Kulpa	2:04.15	m535i	D	3	8		7	7	9	31
18	Andrew Burke	2:05.79	325is	B	1	8		9		8	25
19	Mikel Lindsaar	2:06.06	e30r	G	7	4					4
20	Rory Angiolella	2:07.30	E30r	G	8	3					3
21	Mark Curran	2:07.89	e30r	G	9	2					2
22	Brian Cooper	2:08.03	e36 325i	D	4	7	9	8	8	8	40
23	Chris Bell	2:09.59	e30r	G	10	1					1
24	DL Sturge	2:09.78									0
25	Jasmine Placentino	2:13.06	mini	I	1	8					8
26	Scott Mcmillan	2:14.81	323i e30	G	11	0					0
27	Tristan Bergman	2:18.75	M535i	H	2	8					8
28	Angus Angiolella	2:38.83	e30 325i	D	5	6					6

## CHAMPIONSHIP RESULTS

BMWCCV 2010 Motorsport Championships - Final Championship Positions after Round 5						Round Points					Final Championship Points for 2010
Outright YTD Position	Driver	Round 5 Best times	Car	Class	2010 Class Position	5	4	3	2	1	
6	Oliver Lindsaar	1:56.70	e30r	G	1	10	9	10	10	8	47
29	Brian Cooper	2:08.03	e36 325i	D	4	7	9	8	8	8	40
5	Andrew Hall	1:52.68	m3	E	1	10	10	10		9	39
2	Phil Logan		BMW M3 MY 94	F	2		9	9	8	10	36
16	Marcin Moszczynski	2:02.59	m3	E	3	8	9		8	9	34
8	Paul Kertes	1:59.35	e30r	G	2	9	8		7	7	31
21	Warren Kulpa	2:04.15	m535i	D	3	8		7	7	9	31
5	Gary Grenda		BMW M3 MY 97	F	3		8	10	9		27
10	Brian Bourke	2:00.29	e30r	G	4	7	5		4	10	26
22	Andrew Burke	2:05.79	BMW e30 325is	B	1	8		9		8	25
7	David Coull		BMW e30 325i	G	5		6	9	9		24
15	Matt O'Neill	2:02.40	e30 323i	G	6	5		7		10	22
10	Keiren Redpath		BMW Z4 M	E			5	8	9		22
11	Simon Lyne		BMW E30 325i	G	4		7		5	9	21
1	Peter Fitzgerald	1:48.75	e92 m3	H	1	9	10				19
19	David Carver	2:03.76	e36 m3	E	4	7	4			8	19
13	Stan Armstrong		BMW E30 325i	G	1		10		8		18
15	Keith Olsen		BMW M3	F				9	9		18
18	Adam Engleby		BMW M3	E				8	8		16
20	Andrew Brien		BMW e30 325i	G				8	6		14
21	Laurence Dell		BMW E36 M3	E	5		6	6			12
2	Francis Placentino	1:51.23	e92 m3	F	1	10					10
12	Ian Burrell	2:01.26	3.0csi	D	1	10					10
3	Alan Pulsar	1:51.59	e36 m3r	F	2	9					9
7	Alex Lamblin	1:57.31	e46 m3	E	2	9					9
13	John Magar	2:01.89	135i	D	2	9					9
24	Rachel Kertes		BMW e30 325i	G	8		3			6	9
25	Chris Fitzgerald		BMW 323i	B	2					9	9
26	James Coull		BMW E30 325i	G				6	3		9
27	Tony Haritonas		BMW 323i	D						9	9
9	Luke Curran	1:59.99	e30r	G	3	8					8
11	Bruce Corrin	2:00.73	m3	F	3	8					8
38	Jasmine Placentino	2:13.06	mini	I	1	8					8
43	Tristan Bergman	2:18.75	M535i	H	2	8					8
28	John Damiandis		BMW E30 325i	E	3		8				8
29	Glenn Wicks		330ci	D	2		8				8
30	Graeme Bell		BMW E30 M3	F						8	8
31	Peter Fuller		BMW 135i	F						8	8
32	Tomislav Golubovic		BMW 323i 97	F					8		8
33	John Angiolella		BMW E30 325i	E	4		7				7
34	Chris Shaw		BMW 320 MY77	C	1			7			7
35	George Kantzios		BMW 323i	D						7	7
14	Sean Bell	2:02.36	e30r	G	5	6					6
45	Angus Angiolella	2:38.83	e30 325i	D	5	6					6
36	Leonard Siragusia		BMW E36 M3	E				6			6
37	Anton Bergman		BMW e30 325i	G						5	5
24	Mikel Lindsaar	2:06.06	e30r	G	7	4					4
38	Bess Armstrong		BMW E30 325i	G	7		4				4
26	Rory Angiolella	2:07.30	E30r	G	8	3					3
27	Mark Curran	2:07.89	e30r	G	9	2					2
30	Chris Bell	2:09.59	e30r	G	10	1					1
31	Di Sturge	2:09.78									0
41	Scott Mcmillan	2:14.81	323i e30	G	11	0					0

# PHILLIP ISLAND TRACK DAY

"WHAT ARE YOU SLOWING DOWN FOR?!" my father shouted over the screaming engine of our BMW e30 racer. I managed to fugitively tear my eyes off the apex for a split second, just enough time to stab a glance of horror towards the passenger seat, but before I had the chance to vocalise my "Because we are going to crash!?" my father rejoined with "THIS IS A FLAT OUT CORNER! BURY THE GAS!"

That was lap 2. But I am probably ahead of myself.

The day started fairly early, on Saturday and headed down with my father to Phillip Island Raceway on a beautiful sunny cloudless day. Arriving at the track, we signed in and had the car checked over by the officials. After a short driver briefing we went out for some practice laps, I was in the passenger seat and my father took the wheel for a lazy, slow drive around the track.

We went around once, my first time in a car on the Phillip Island track, albeit in the passenger seat, and I got to see first hand just how complex this famous race course is. From the hair pins to the blind hills that end in very tight corners, I was amazed just how quick we were going around, and this was only at about 75% speed!

After my father went out for a few laps, I donned the helmet and dove into the drivers seat and headed out.

Probably like you, I have watched my fair share of motor sport, I stay up until 3am some nights to watch the Grand Prix live, I enjoy wincing as I virtually sit inside rally cars as they fly through impossibly small gaps of trees and I stare dumfounded that anyone would be crazy enough to go round a corner on a 500cc motor bike at 160kms and 70 degrees with only 1 square inch of rubber holding them to the track.

But you really have no idea just how FAST they are going, until you try it yourself. If you have never driven your car on a track day, you simply have never driven fast. Driving your car to your limits is an incredibly intoxicating activity. I say "your limits", because it will take you many hours of practice before you begin to really approach your car's limits.

Sure, you will push to hard and send the car skidding off the track into a sand trap, or brake too late and run off the end of the corner, taking the scenic route to the finish line. But driving a car and knowing where that final bit of traction is before you slip and slide is a skill that is only earned through hard, long, and most importantly, FUN practice.

And if you do like driving, you will find that going out on a track day will teach you a lot about how a car handles and how to recover from stuffing up.

You also get the satisfaction of seeing your lap times steadily drop. I managed to shave about 16 seconds off my starting lap time to my final lap time, which might not seem a lot, but believe me, I felt every one of those seconds, AND I know where I could gain another 2-3 without any real problem.. If I could only get in just one more clear lap! Did I mention this stuff is addictive?

So the day ended, I had managed to go out many times, and, I am sad to say, my father absolutely trounced me on the course. I won't bother comparing our times here, because, really, at the end of the day, it's not about who wins or loses, right?

Mikel Lindsaar

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