

TOPMarque

2020 Issue 161



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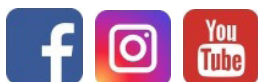
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Cover Image: BMW Alpina

From the President



Dear Members and Friends of BMW Car Club Victoria,

The restrictions put in place due to the Corona virus crisis have continued to impact our activities with it being difficult for all of the BMW Car Club Victoria community to share our passion for the Marque in person.

Your Committee were busy during the lockdown meeting regularly via Zoom to ensure events got up and running quickly when restrictions were eased in May and we held our first event on 7 June 2020. The Cars and Coffee at Studley Park in Kew was booked to capacity with a morning and afternoon session run to accommodate all those wishing to bring out their prized BMWs and to share coffee, cake and great conversations together. It was great to see so many beautifully presented BMWs on display.

Plans have been put in place for all future events including our Motorsports and Driver Training in anticipation of further lifting of restrictions on 22 June but unfortunately the further easing of restrictions has been delayed now until July 2020 so amendments will need to be made ongoing. Rest assured your Committee will keep you fully informed with the latest updates on all our activities.

While we were unable to hold the Dinner planned to celebrate the Club's 40 Year Anniversary on the 20/6/2020 you will find inside a great Timeline taking you on a journey back over the last 40 years to recognise the Club's 40 Year Anniversary.

Special thanks to Tony Whelan, Events Coordinator and David Lumb, Motorsport/Driver Training for all their hard work to ensure we were ready to go as soon as restrictions allowed.

I would also like to send a special thanks to all the Club Sponsors for standing by our Club during these tough times.

I hope you and your family continue to be safe and look forward to meeting up with you all at future events.

Regards and best wishes.

Paul Weatherall

0417 340 153

Message from the Editor



Hope you enjoy reading Edition 161 of the Top Marque.

Firstly I would like to say happy 40th Birthday to the BMW Car Club Victoria. To go on a journey through the Club's 40 year history don't miss pages 17 to 22.

Many thanks to Sheryl Lumb for pulling this together for all to enjoy.

If you are thinking about purchasing a BMW as an investment for the future don't miss the interesting story on page 13. There are also two enjoyable stories featuring three of our esteemed Life Member's passion for BMWs and their long involvement with our great Club on pages 8 and 24.

Many thanks to all those who have contributed content for this Edition.

If you have a good story to tell about your BMW journey, an interesting article or just some good ideas to share please do not hesitate to contact me at editor@bmwclubvic.com.au.

Stay safe everyone. Liza 0447 497 777

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What's On

Date 2020	Event	Location
Friday, 3 July 2020	Performance Driver Training	Sandown
Sunday, 19 July 2020	Motorsport Sprint Day	Sandown
Sunday, 26 July 2020	Christmas in July Cruise	Big Hill Cafe Bendigo
Monday, 3 August 2020	Members Event at Brighton BMW	Brighton BMW
Sunday, 9 August 2020	Cruise and Lunch RACV Cape Schanck	Cape Schanck
Sunday, 30 August 2020	All German Car Display	Deaf School
Sunday, 30 August 2020	Motorsport Sprint Day	Winton
Friday, 4 September 2020	Performance Driver Training	Sandown
Saturday, 19 September 2020	Motorsport Sprint Day	Phillip Island
Sunday, 27 September 2020	Cruise and Lunch Around the Bay in a Day	Queenscliff
Monday, 5 October 2020	Members Event AGM	Bentleigh RSL
Saturday, 10 October 2020	Motosport Sprint Day	Sandown
Sunday, 11 October 2020	Motorclassica Car Display	Carlton
Sat-Tues, 31 Oct-3 Nov 2020	Melbourne Cup Weekend Tour	Otways Waterfalls
Sat-Sun, 28-29 Nov 2020	Geelong Revival Car Display	Geelong
Monday, 30 November 2020	Performance Driver Training	Phillip Island
Saturday, 5 December 2020	Come & Try Motorsport	Phillip Island
Sunday, 6 December 2020	Christmas Function	TBA

PLEASE NOTE: Due to COVID-19 restrictions being enforced by the Government, some events and locations are still to be finalised and may have restriction on numbers attending or become members only events. Keep an eye on your emails for more information as it comes to hand regarding exciting Member's Events that will take the place of the traditional Monday night meetings for 2020.

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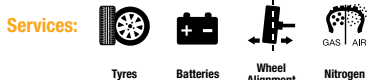



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The Alpina story

Written by Keith Olsen (www.southernbm.com.au)

The first time I heard the word 'Alpina' I would have to be around the age of 15-16 as a young BMW apprentice. Working on BMWs every day, I often wondered what would be the best of the best and upon hearing some people talk about Alpina, I decided to look into them. Alpina is a car company that produces exclusive vehicles with individual enhancements that include styling, sound and performance based on various BMW non M models. They work hand in hand with BMW Germany and offer a complementary bespoke vehicle to the market. The vehicles are quite rare here in Australia however I always looked forward to seeing cars with Alpina livery come in. I also enjoyed reading articles about the new models in magazines when they came out. I dreamt that one day, maybe, just maybe, I could own one.

I bought my first BMW in 1992, a 1974 3.0si. One of the motivating factors when restoring the car was to do subtle changes to make the car perform and handle better. Alpina had a strong influence in what I wanted to achieve with the restoration of my car. I set about making internal changes to the engine, as Alpina do, and also purchased a set of 16in Alpina wheels which really sets off the look of the car. Doing this to my own car gave customers a chance to see what Alpina products look

like on these cars. This in turn gave me more exposure to the brand so I could be part of the Alpina journey as they produced more and more cars over the years.

Fast forward several years and in building SouthernBM Classic, it has given me the opportunity to bring Alpina into our BMW Museum and show off these cars as stand outs. I have always looked out for cars to purchase, however in Australia the opportunity doesn't arise very often. Recently we have been lucky enough to be able to add some impressive Alpina cars to our museum. Our Alpina collection at this present moment include a B7 533i E12 (the first built car in Australia), C1 2.3 E21, C2 2.7 E30, B10 E28, B10 E24 and we recently purchased a B10 E34. I look forward to sharing more details on each individual Alpina Classic we have in the future. We are looking at ways to show the details and sharing the information to the BMW Car club community. On a personal note I have also recently purchased a 2020 XD3 Alpina which is such an inspiring car to drive.

Alpina have established themselves here in Australia over the last few years which allows you to buy Brand new Alpina cars, the new model range is growing, yes they are expensive but for people like myself who understand what you are paying for, it is well worth it in my eyes.



This is why I bought the 2020 XD3.

I am very fortunate to be in the position I am in today but hard work pays off and if you have a dream you should go for it. It is our pleasure to be a custodian of the brand and I would highly recommend anyone to own or drive a new or classic Alpina in their life time. There is more and more content online about the brand and the management are doing well to publicise what they represent and who they are. You can find more information online, especially through YouTube. Alpina Australia have recently started a YouTube page and is definitely one to keep an eye on.

I also recommend to watch the YouTube clip by the highly respected motor journalist Joe Achilles. He was spending some time in the B7 Alpina with Alpina CEO Andreas Bovensiepen, that interview sums up what Alpina stands for and also why their cars are so unique.



My Life in the BMW Car Club of Victoria

*Written by Tony Whelan – Life Member and current
Events Co-Ordinator extraordinaire*

My love affair with BMW's started in the late eighties when I purchased a car from a friend of mine. He had just purchased a BMW E34 535i and allowed me to have a drive. However, it was 1995 before I purchased my own E34 535i Executive, a real sports sedan with luxury thrown in. I joined the BMW Car Club of Victoria as soon as I purchased the 535 and tried to get to a few events, however this was before email was prevalent and by the time the magazine came out with the fliers, often the event had been and gone.

In 1997 I had the chance to upgrade to a 7 Series. Ultimately I went for a near new E38 750iL which pleased my elderly parents as they found it very easy to get in and out of with plenty of room in the rear seats to stretch out in on the long journeys. Once again, a great handling car with more than adequate power to shift a fairly heavy vehicle. BMW certainly know how to engineer the perfect mix of handling and ride comfort into their big cars.

At this stage I thought the only way I am going to find out about events at the BMW Car Club of Victoria before they occur is to make the effort and start to attend meetings. Consequently, I have been an active member since late 1997. My 750 was seen at many social events and won many Club and National Show and Shines. It even ventured onto the various racetracks around Australia showing what you can do with plenty of "powwwwer", as Jeremy Clarkson would say.

I was fortunate to win the Club Member of the Year in 2000-2001 and thought it was time to put back into the Club. I became a Committee member as Public Officer and also held the position of Secretary of the Club from 2007 to 2017.

On the car front, I purchased a Z3 M Coupe for my weekend toy and managed to win the Standard M category in the first year of campaigning at the Club

Motorsport Sprint Days. This came as a huge surprise as I was always the slowest in my class. It just goes to show that you only need to compete and be consistent to win a trophy. The M Coupe is one of only 40 brought into Australia, so it is pretty rare to see them on Australian roads and one of the last true driver's car with very little computer assistance.

In 2008 it was time to swap the 750iL for an E66 760Li. Another superb luxury V12 powered vehicle for long distance travelling with all the bells and whistles and once again a multi trophy winner in the Club's and National's Show and Shines.

In September 2011 I received another huge surprise being nominated for Life Membership of the BMW Car Club of Victoria. I am sure that people don't join a club such as ours in search of such accolades. They join because they like to share experiences with other BMW like minded people.

My next vehicle purchase was in 2015, a F01 750i, originally brought into Australia for the Managing Director of BMW Australia to drive around in. The 750i V8 had pretty much the equivalent power and torque of the older V12. With twin turbo's providing boost, it was actually quicker off the mark achieving the 0-100km/h mark in just over 5 seconds.

Now to my current daily driver, a Magellan Grey G12 750Li with Canberra Beige interior and optioned up to be the equivalent of the M760Li, except without the V12 motor. The fine Ash Chestnut woodgrain has a Marone wood inlay, similar to the high-end yachts that you see moored in Monaco. Every seat has heating, cooling and massaging, even the armrests and steering wheel include heating. A panoramic sunroof for the rear seat passengers lights up at night with tiny LEDs that resemble stars. The studio quality, 16 speaker Bowers



and Wilkins Diamond sound system can surround you in beautiful music. All the above is controlled by a 7" tablet. There is even a refrigerator behind the rear armrest to keep the champagne cold for your passengers. The twin turbo 4.4l V8 can do the 0-100km/h sprint in 4.7 seconds, pretty quick for such a big car and yet I am averaging 8.5 l/100km.

People often ask, why do you drive such a big car, being a single guy. Once I explain the features incorporated into a 7 Series and take them for a drive, they soon "get it" and come away with a smile on their face. The way only a 7 Series can comfort you in such luxury and especially on the regular trip for me up to Melbourne and the annual interstate migration up north, there is no place I would rather be. The four 7 Series cars that I have owned have all had a Jeckle and Hyde personality about them. You can let the car do its own thing and waft along in first class luxury or hit a few buttons and turn them into a real sports sedan that can easily keep up with the M Cars on the sweeping bends.

My time in the BMW Car Club of Victoria has been very enjoyable and because I live down at Anglesea, I have organised numerous cruise days in the Western District. I am involved with any overnight trips including the annual Melbourne Cup Weekend trips to Tasmania, Victoria's High Country, Murray River and Gippsland. My mother also treasured her time in the Club and I was really pleased when the Committee, at the time of her passing, wanted to do something to recognise her time in the Club. Consequently, the annual Queen's Birthday Long Weekend Cruise is always in memory of her. For those of you who do not know, she always donated a Christmas hamper for our Christmas function in appreciation of the kindness and friendship our great BMW Car Club members bestowed on her.

My ultimate organisational project was being Chairman



of the BMW Clubs Australia Nationals which Victoria hosted in 2013. It gave me a huge thrill to welcome 200 participants to this event at Phillip Island when the Nationals scheme was waning and numbers were dropping significantly in recent years. We had the honour of hosting this event again in 2019 and it was very pleasing to receive the BMW Clubs Australia Award of Excellence at the Presentation Dinner. This award is judged and voted on by your peers from all the BMW Clubs around Australia and I was extremely surprised and very humbled to receive such a prestigious award.

My next project is to get the overseas trip to Goodwood Festival of Speed, British F1 Grand Prix, driving the various passes of the Swiss Alps as well as visits to car museums & factory tours and of course everything BMW in Munich back on deck for July 2021 after it was scuttled this year by the coronavirus. I hope this event will be as successful as a similar trip we did in 2016 to celebrate 100 years of BMW. I get great pleasure in organising these events and I think everyone that has been on one of my tours has really appreciated the work that goes into arranging the various events.



Type 1



Type 2



Type 3



Type 3



Roll cages for your track car

Written by Peter Shea

At the moment roll cages could be a contentious issue. For the basis of this article, I am talking grass roots level motorsport, ie: mainly club events, Super Sprints, Hill Climbs, Regularity and also Tarmac Rallies.

Logged booked cars are required to have a CAMS approved and certified roll cage whereas, non log booked cars are exempt. If a roll cage is fitted, it must be CAMS/FIA approved. If not approved, well, it will be picked up at scrutineering, and competitors will need pack it up and go home as you won't be allowed to participate in the event you entered for.

Recently, there have been a couple of nasty on track incidents involving non caged cars in club events. There has been some debate on this issue- whether cars competing in club events should be fitted with a roll cage.

Bearing in mind, the majority of these cars are daily drives, and being a daily drive or not, a lot of these cars are pumping out some serious horsepower. This is a safety issue, and a driver's safety is paramount.

I know they will be some opposition to installing a roll cage into your daily drive, even though some vehicles are capable of doing well over 250 plus clicks on the track.

Personally, I have been giving this matter a lot of thought as for the last 12 months I have been campaigning a car that doesn't contain a roll cage.

I started to do a bit of research on cages.

There are half cages. I considered, if you are going to get a half cage, you may as well go the whole hog and put a full cage in. I thought about it long and hard.

Did I want to start drilling holes in the floor? No! I don't want to remove or cut trim to facilitate the cage.

Did I want to make the rear passenger space unusable? Once again the answer is no. After all, I am racing the car, and on a lot of occasions at speeds exceeding well over 200 kph, especially on the two straights at Sandown and, Philip Island's main straight.

So I have decided to pension off the road/race car, to week day and weekend outings that Tony Whelan and Ken Lee organize. No roll over protection needed there. I have decided to obtain CAMS logged booked car that has a certified roll cage.

If you do decide fit a roll cage in your road going race car, it has to be certified to CAMS/FIA regulations. The best way to do that is get one manufactured and fitted by the experts.

There are a few places that engineer suitable cages; I will list a couple here in Victoria:

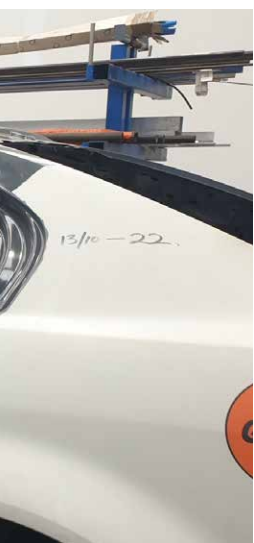
Brown & Davis, 47 Holloway Dr, Bayswater...9762 8722

Garage One, Unit B, 18 Tarmac Way, Pakenham...Contact John on 0452 526 562 or Marty on 0408 077 669.

I have ventured out to Garage 1 at Pakenham and chatted with both Marty and John, and they are the full bottle on roll cages. The boys have completed works on many E30's, E92's, but the most popular car that they have done, is the E36's.

But it doesn't matter what BMW or whatever track car you have, the crew at Garage 1 will have you covered. If you require further technical advice and details make sure you jump on to the CAMS website and also checkout the manual, or contact a professional to make sure you are receiving the best knowledge. See you out on the track!

Photos courtesy of Garage 1 and Peter Shea





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Buying a BMW as an investment.

Written by Matt Draheim

Buying a car for investment only can be risky when you also take into account ongoing yearly costs such as registration, insurance, storage and any maintenance that may need to be done. Also, as cars get older, spare parts can become more difficult to find or expensive.

The first rule would be to buy something that you are going to enjoy both the aesthetics of the car and the enjoyment you gain from driving it. If you make money out of it, it's just a bonus in my humble opinion.

A pre-purchase check or inspection is always a must with an older car especially if purchasing from interstate.

Pricing on classic BMWs does go up and down much like the share-market however over the longer term prices have risen. This also has been in line with the classic car market in general over the past two decades.

It is true that some models will appreciate whilst others may not. Below, is my personal observations over the last 20 years what may help in longer term value gain.

- Cars with service history and in superior condition will most likely cost you a premium to others at time of purchase however you will also get a premium when you sell compared to other cars.
- Low kilometre examples always demand a higher premium
- M cars are always popular, however history and proper servicing are critical as many have had racetrack work or owners after the 1st have not serviced as required.

- Rarity in numbers is also pushing up prices, for example just a few; E38 M Coupe, 1970's & 1980's Alpinas, 2002 tii, E30 325is and 318is, E9 3.0 CSL, E46 M3 CSL, JPS models, quirky imports such as a Z8 or E30 Touring

The other personal observation that I note, is that as a model is approaching the 25 year mark prices seem to plateau or begin to rise. I feel this may be due to the Club permit scheme and the benefit in lower cost of ownership in annual registration and cheaper insurance.

So, my personal picks for potential growth and ones to watch over the next 5 – 10 years are: E34 & E39 range especially M5, E12 5 series any model, E36 and E46 M3s, Genuine Alpinas (due to new models increasing interest in the Alpina brand), E24 6 series (due to price gap when compared to E9s and other German brands coupes from the 1980s)

Overall, we have a huge knowledge base of hundreds of members within our club. If you are looking to purchase something as a future classic reach out and talk to your fellow members. If you are not sure where to start, please contact any of the committee who will be pleased to help or point you in the right direction. All contact info for the committee is on the website www.bmwcarclubvic.com.au or at the front of this magazine



So many great BMWs out of the garage with many members attending the first Cars and Coffee Club event after the COVID lockdown on Sunday 7 June 2020. Terrific to catch up with friends new and old after so long. Many thanks to Tony Whelan and Sheryl Lumb for organising this great event.





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Just managed to run Round 2 of 2020 BMWCCV Club Motorsport Championship at Phillip Island on 15 March 2020 before COVID 19 restrictions kicked in. Heard on the grapevine that member Brian Easton managed some impressive times on his first day on the track in his new F87 M2 comp.

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BMW Car Club of Victoria's 40th Birthday

Some milestones as we reflect on our history



BMW Car Club of Victoria's 40th Birthday

Some milestones as we reflect on our history

1980 – DECADE 1

1980 to 1982

Our club was **formed in June 1980** by 10 couples at the Salzburg Restaurant in Heidelberg.

Initially a Victorian chapter of a National Club, in the early years there was help from John Comino (President NSW Club) and Phil Thomas (BMW Australia).

First President Warren McGillivray.

1981 to 1987

JPS Team BMW were racing in the now iconic black and gold. (Matt Draheim's tribute car).



1989 to 1990

BMW became concerned about infringement of their roundel logo copyright and **BMW Clubs Australia was formed**.

Clubs worldwide were renamed and a new logo adopted nationally in exchange for some support from BMW Munich.

First Committee meetings

at a member's house, first AGMs at BMW offices, general meetings at the Light Car Club in Albert Park.

Now by Zoom!

Early club tours to Yallourn Briquette plant, snow weekend at Mt Buffalo, BBQs

1980 to 1982

First constitution based on the BMW NSW Driver's Club rules and modified to suit Victoria.

First Newsletter – sheets stapled together, no cover page.

Ken Lee – **First and still current tool library keeper** and technical guru!



First logo – a stylised 328 grill.

1984

First Nationals meeting at Swan Hill.

BMW Nationals hosted by BMWCCV were held at:

- Tullamarine / Calder **(2001)**
- St Kilda / Phillip Island **(2007)**
- San Remo/ Phillip Island **(2013)**
- St Kilda / Sandown **(2019)**



1985 Affiliated with CAMS

Early track days were run with the MG and Alfa Clubs until CAMS affiliation.



1990 – DECADE 2

1990

10th Birthday celebration

Each year in Winter from 1996, the **Founder's Day Dinner** was run at iconic Melbourne venues such as the MCG Members Dining Room, Rialto Building, RACV City Club, Point Cook RAAF Officer's Dining Room, Rupertswood, Langham Hotel, Kooyong Tennis Club etc.



First BMWCCV Motorsport Coordinator was Noel Skinner and the **first Motorsport Captain** was John Fac. With Rob Nagle, they established Motorsport in the Club and also organised the initial driver training days.

Andrew Gordon was also a strong advocate in setting up Motorsport and has left a bequest to the Club for young drivers.

Annual BMWCCV Club Motorsport Championships

- Run at various tracks including Calder, Winton, Sandown, Phillip Island, and various hill climbs.



1996

Competition run by then President Ray Julian to develop a **new logo**. Winner was the Arts Centre spire.



TOPMarque magazine

produced over many years with numerous excellent editors and member contributors. The look of the magazine has evolved over the years.

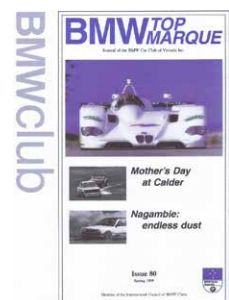
First editor Dennis Gibson.

Graeme and Wendy Eime joined in 1998. Graeme was editor for many years. Wendy has been **Membership Secretary** for 13 years.



Social events, drive days, luncheons, cars and coffees and long weekends away are held all over Victoria and are very popular

Purchased the Club's BBQ trailer, Merchandise trailer, marquees and flags.



BMW Car Club of Victoria's 40th Birthday

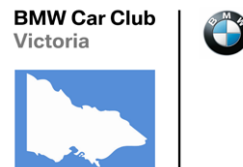
Some milestones as we reflect on our history

2000 – DECADE 3

2000

20th Birthday celebration

held at French restaurant in Hawthorn. Guests Michael Stillwell and John Kananghinis.



The map of Victoria shield logo was introduced early in the decade then replaced years later by the Munich mandated square club logo format which is currently used worldwide.



2000

The club actively supported the establishment of the E30 racing championship.



2003

The Professor Knochlein award conferred by BMW International to Doug Read for his commitment to preserving historic BMW vehicles and 2002s. Doug Read's favourite 2002.



2010 – DECADE 4



2010

30th birthday at Rupertswood Mansion in Sunbury. 100's of cars and lots of members celebrated this milestone.

Professional Driver Training

Club aligns with professional Performance and Defensive Driver training company 'Evolve Driving' and does 'Come and Try' motorsport days with the MSCA.



2016

International tour of Italy and Germany, and drive over the Swiss alps to Lake Como organised for many members by Tony Whelan for the **100th Birthday BMW celebration**.

First overseas tour was with BMW Queensland in **2008**.



2019

BMWCCV Nationals Sub Committee led by Rod (Chair) & Val Smith, Tony Whelan & David Lumb run the **Liqui-Moly BMWCA Nationals Easter weekend**. Show of Excellence, Supersprint, Cocktail party, MCG tour and dinner, social drives, Luna Park and more. **Sponsors and volunteer helpers were great!**



Social events, drive days, luncheons, cars and coffees and long weekends away are held all over Victoria and are very popular

Purchased the Club's BBQ trailer, Merchandise trailer, marquees and flags.



2015

Prestigious 'Friend of the Marque' awarded by BMW International to Stewart Garney

Melbourne Cup Long Weekends away, supported and or organised from 1998 to 2019 by Tony Whelan

- Castlemaine
- Lorne & Warrambool
- Echuca x 2
- Bright & Lakes Entrance
- Coonawarra
- Dinner Plain & Beechworth
- Lakes Entrance
- Hepburn Springs
- Tasmania x 8 trips across Bass Strait on the Spirit of Tasmania. Amazing drives on Targa stages.

Accommodation and meals all organised and included. Great fun!

2018

BMWCCV is formally welcomed as a member of the **Marque Sports Car Association**



2019

Tony Whelan honoured by the **BMW Clubs Australia Award of Excellence**



BMW Car Club of Victoria's 40th Birthday

Some milestones as we reflect on our history

2020 – DECADE 5



2020

40th birthday celebration, motorsport and social events cancelled due to Covid-19.

July 2020 **BMW UK and Europe tour** also cancelled due to the pandemic. 30 members disappointed but glad to be in Australia.



Thank you to all the members, sponsors and supporters who have been part of this proud history

We look forward to seeing you at more events post the Covid-19 restrictions:

- Car Displays – formal 'show and shines' and 'cars and coffee' meet ups
- Member meetings and monthly information sessions
- Motorsport and Driver Training events
- Social drives on weekends and weekdays
- Long weekend trips away within Victoria and interstate
- Overseas trips!

We invite you to be part of our on-going journey of 'sharing the driving pleasure' with the BMW Car Club of Victoria.



Past Presidents:

Warren McMillivray, Leighton West, Murray Turner, Anthony Pratt, Peter Oudman, Hans Kubalsky, Noel Skinner, Ray Julian, Karin Ensink, Stewart Garmey, Oliver Lindsaar, Paul Billings, Stephen Mattingley, Tony Aplin, Doug Read, Ken Lee, David Cheong, Scott Muir, Jenna Patan, Rod Smith, Lawrence Glyn, Matt Draheim. Current President is Paul Weatherall.

Life members:

Ken and Marilyn Lee, Stewart and Evelyn Garmey, Wendy and Graeme Eime, Rod and Val Smith, Jenna Patan, Tony Whelan.

Many are still involved with the club today.

Compiled by:

Sheryl Lumb

Contributors:

Tony Whelan, Ken & Marilyn Lee, Rod & Val Smith, Stewart & Evelyn Garmey, Doug Read, Leighton West, Noel & Candy Skinner, Wendy & Graeme Eime, and David & Sheryl Lumb.

Information based on the best records and memories available at the time.

Advanced Driving Experience at Phillip Island

Written by Peter Grossman

“Good morning, this is BMW Group Australia on the phone can I please speak with Mr Peter Grossman?” “Peter speaking. How can I help you?” “We have you on our records as owning a 2005 e46 M3 and were wondering if you would like to attend one of our upcoming BMW Advance Driving Experience?” “Let me think about it.” One cat and dog, two cat and dog. “I’ve thought about it and I would love to attend.”

I had just been invited to attend the renowned BMW Group Australia Advanced Driving Experience. These courses are run in all the major capital cities and are run as either a half-day course or a full day course. I had the option of attending either during the week or over the weekend. For work and family reasons I chose the full day course on a Saturday in July 2019. The courses are run at Phillip Island Grand Prix Circuit, which was fortuitous as I was planning to attend the MSCA Come and Try day in December, also at Phillip Island.

The one day course is designed to simulate a number of different situations that may be encountered at touring speeds including unforeseen oversteer and understeer experiences, ideal driving lines and emergency braking. This was achieved with a combination of both theory and practical sessions.

The course is designed for up to 24 participants with 12 “M” vehicles. As luck would have it there were only 12 participants on our day so we did not have to share vehicles and got double the laps around the track. We were broken up into 4 groups of 3, with my group commencing on the track with the M4. Our instructor was in a lead M3 with the three participants following in single file around the track. We had around 5 laps directly behind the instructor, following the correct racing line. It was amazing how much faster we were able to go when we were following the instructor. Then the lead participant dropped back to the end of the line and we all moved up one spot. (It reminded me of running around the school oval during hockey training – much more fun in an M4.) The instructor did an amazing job of maintaining a pace just faster than the car behind. Even though the day was a typical wet winters day, the M4 circulated around the track without missing a beat or stepping out. Even though the traction control kicked in a few times.

Still in our M4s our group we rotated to the skid-pan where we had to manoeuvre around a slalom course with the traction control “off”. All of a sudden the awesome power of the M4 was available under our right foot.

We had to drive around a course that looked a bit like a snail shell with an entrance that circled back on itself then around a cone in the middle. The idea was to try to get the car to loose traction and maintain a “controlled” skid by feathering the throttle. Most of my fellow participants went from traction to 180 degree spin in a split second, again and again and again. But it looks so easy when the Supercar drivers do donuts when they have won.


After morning tea and a chance to catch up with our fellow participants we were off to drive the X3M. If there was ever a wolf in sheep’s clothing then I think this may be it. We returned to the track and the difference between the M4 and X3M was a lot less than expected. Later in the day we returned to the X3M and did braking & swerve & braking, which further demonstrated the power and agility of the larger vehicle.

After lunch and some more theory we headed out to the back of the circuit where we did a timed slalom in both a Mini JCW and the M2. Having distant memories of gymkhanas at Swinburne Car Club from days gone by, I was optimistic of a strong performance. Alas we were prevented from doing hand brake turns at the end of the slalom which I am sure would have saved me a few precious seconds that would have moved me higher up the timesheet. The Mini was different being front wheel drive but there is only one word for the M2 – fun. The size is similar to my e46 and the power to weight ratio makes it ideal for stop go manoeuvres and rapid changes of directions.

The last session was taking the M2 out on the track, which was what I had been waiting for. Having done two other sessions I was very comfortable with the format and felt very comfortable in the car. I felt I could drive the car closer to the edge of its traction limit and really push the limits. The car handled beautifully and had enough power to go from corner to corner without running out of oomph. The smiles and banter that followed our session was testimony that my fellow participants enjoyed the M2 as much as I did.

Just to round off a fantastic day we were provided the opportunity to do a few “fast laps” with the instructor in their M3s with all electronic assistance turned “off”. As expected they showed us what the car could do rather than what we could do in the car. All done while they casually chatting to us, about our day.

Many of my fellow participants had received their invitation as a result of purchasing a new M car in recent months, and some like me who were seen as prospective purchasers. I would like to thank BMW Group Australia for the invitation and all the instructors and their team for putting on such a well run, enjoyable day. If you ever get a similar opportunity I would recommend you take it – or better still pass on the invite to me. Now what about the BMW Driving Experience Advance 2 course!!



BMW Car Club of Victoria Life Member and a “Friend of the Marque” Stewart Garmey

Written by Liza Weatherall

Stewart Garmey's "love affair" with BMWs began in 1977 when a friend let him drive his then new 2002 in New Zealand. Stewart's mother had always said she would buy him his own BMW one day so when she passed away in 1989 leaving him a small inheritance, Evelyn, Stewart's lovely wife encouraged him to finally get his own. It was a Taiga 2002tii and it remained in his loving care for the next 25 years. It was to be the first of many BMs as you will later hear.

Stewart and Evelyn joined the Club in 1989 and over the ensuing years to the present day have been active members. During that time they have made some great friends among fellow enthusiasts of the Marque and have enjoyed participating in all the great activities run by the Club. They have also both volunteered their own time generously and as a team organised and ran many events for the pleasure of all Club Members.

In 1995 Stewart joined the Committee as the Events Coordinator. Again Evelyn was at his side providing her support and assistance in organising events, dinners, lunches, and Club runs.

In 1997 Stewart was elected as President and served in this role until 2001. During that time Stewart was very proud of the job his Committee did in organising and managing the 2001 Clubs Australia Nationals hosted in Melbourne. Again Evelyn was at his side assisting where ever she could. Stewart became the delegate to BMW Clubs Australia in 1997 and held this position until 2014. In 2004 Stewart became the International Delegate to BMW Clubs International Council a position he held until 2014.

Now back to Stewart's passion (some may say

obsession) and love of BMWs. Over the years Stewart and Evelyn have owned the following BMs. A 1973 E10 2002tii, Taiga: 1984 E28 525e, Polaris: 1992 E36 320i, Alpine: 1996 E34 540i, Calypso: 1985 E30 323i, Platanengrun; 1987 E28 M5, Henna; 1981 323i JPS, Black; 2002 E46 318i, Silver; 2008 E90 320d, Crimson Red; 2006 E92 325i, Space Grey Metallic; 2006 E91 323i Motorsport Touring, Sparkling Graphite; 1981 E21 323i JPS #47, Black. Wow what a great mix of beautiful cars.

Today they are the proud owners of a 2006 E92 325i, Space Grey Metallic; a 2006 E91 323i Motorsport Touring, Sparkling Graphite and a 1982 E28 528i JPS, Black. Still a very impressive line up in the garage indeed.

Not being content with just buying beautiful cars Stewart also meticulously restored an E10 2002tii from a bare metal stage.

Unbelievably Stewart still has a wish list for anything Alpina, Z8 and E9 3.0CSL. Is the man ever going to be satisfied?

When asked about the highlights of his 31 years involvement with the Club Stewart said that being granted the absolute honour of representing Australia for 10 years in Munich on the International Council was one. During that time he helped implement the first world-wide umbrella to introduce the new logo format. He also made many friends and contacts and enjoyed many great experiences.

Evelyn and Stewart were both very honoured to receive Life Membership of the Club in 2001 in recognition of their service and significant contribution to the Club.

In 2015 in recognition of his hard work and commitment to the BMW brand world wide and his considerable contribution to our own great Club Stewart was awarded the "Friend of the Marque" accolade. This is a very prestigious world wide award and at that time Stewart became the 48th council member to receive it and only the sixth Australian to be so honoured. Stewart is justifiably very proud of being a recipient of the award and described it at the time as like "getting the Brownlow medal".

In 2012 Stewart and Evelyn took their gorgeous, rare and valuable E28 M5 to New Zealand for the New Zealand Festival of Motor Racing Celebrating BMW an event they both loved and were justifiably proud to be part of.

Stewart is known to be pretty meticulous about his cars in general and has won so many Best of Show and Celebration of Excellence Events over the years that I have heard on the grapevine that some members in the past have commented tongue in cheek that it wasn't worth entering their owned prized cars.



Another highlight for Stewart was when he was asked to loan his 2002tii to BMW Australia for use on the launch of the then new E46 3-Series range.

A final little known and interesting fact about Stewart is that he is somewhat a specialist on the Life and Times of Bruce McLaren and has a large collection of McLaren memorabilia including 70 models of the racing cars that Bruce drove. Stewart's latest project is the restoration of Jim Richard's personal 1982 E28 528i John Player Special that he has recently purchased. I am sure this will keep him busy in his retirement and maybe he will share that story with us in the future.

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With the recent addition of our new Bespoke Division, Zagame Autobody can now also provide classic car restoration, vehicle wraps and paint protection film services.

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My Love Affair with BMW

Written by John Gould

My love affair with BMW started in 1971, when I purchased a 2000TiLux.

At this time, not much was known about BMW but I'd read a bit about them and wanted "something different" from the run-of-the-mill offerings.

Having limited knowledge of the mechanicals, I didn't pick up on a few faults; the major one being with the brakes. Unfortunately, the shonky salesman (Con by name and nature) wouldn't entertain a refurbishment of said system.

The car proved to be quite fun as it was a bit of a "sleeper", with a 2 litre engine and twin carburettors. On one occasion, when returning from a mate's bucks party in Anglesea, we out-dragged some hoons in a hotted up Holden on the Werribee bypass.

I then had a couple of years' break from BMs as I had a company car.

My next purchase was a new, silver 2002. This was a beautiful car to drive after a company Falcon and I kept it for a couple of years. I then went to the "dark" side in 1972 and bought a Porsche 911 which I only kept for a year due to the maintenance costs.

Next was another 2002; this time in Granatrot, with twin weber carbs. It was quite a performer, after I had it set up properly. I kept it for a couple of years sold it due to a

"marital situation."

My association with BMW lapsed for a while until I purchased an E30 318is. It was a great car and I improved its performance slightly by fitting a superchip.

It was about this time, in 1989, that I first joined the Club. In my second year as a member I joined the committee as Motorsport Co-Ordinator and was involved in organising and running the motorsport for a couple of years; with the assistance from several others.

In 2001, Stewart & Evelyn Garney and I organised the Club Nationals in Melbourne. It was a big task but our great teamwork made that event a great success.

But having owned 2 2002's it was this model that I had really a preference for. So I purchased a red 1973 "roundy" and proceeded to modify it for track work. I had twin Webers fitted with a modified cam, extractor exhaust and modified suspension. This was a real fun car and I had much pleasure from it. On one memorable occasion at Phillip Island I managed to squeeze just over 200kph down the main straight, but in doing it I exceeded the maximum advised rev limit of 6500, to 7200. I thought it was time to back off at that point before a big bang. In building this car I purchased a donor car for bits.

I subsequently sold it and purchased a beautiful, one owner yellow 1975 '02 which I moved on when made an offer I couldn't refuse.



Next was an '86 320i convertible which I enjoyed for a couple of years. But I was now getting interested in some higher performance and began looking for an M3. The E36 was my preference but I had difficulty finding one in good condition within my affordability. So I filled in with an '89 328i sedan for about 12 months, when a suitable M3 became available.

I was recently fortunate to acquire an E12 525 sedan, which was a genuine one owner with 264,000 genuine k's and full service history. It needed a little work to bring it up to a saleable condition, but paint and interior were in original condition and needed no work. It was a surprising car to drive and surprised me with its performance. It has gone to a good home.

Due to work and other commitments, I haven't been an active member of the Club for some time, but I now have more free time and look forward to attending more events. I'm sure my "love affair" will continue, as the M3 is a "keeper" and I also ride a BMW bike.

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My search for the perfect race car (Part 1)

Written by Alex Clarkin

You might have seen me on track last year. I was probably the only lunatic doing supersprint in an open top convertible and given I'm a tall guy I was hard to miss!

The open top was a 2017 M235i, which I'd had tuned and had both an aftermarket airbox and LSD installed. The M235i was already quick – 250KW out of the box but with the tuning and other bits it got a lot faster we were knocking on the door of 300KW, in an open top convertible! I know, coupes are better, lighter, stiffer, maybe safer but you have to make the best of what you've got and it was a little cracker. Estoril blue with colour matching brake calipers and charcoal wheels, it certainly looked the business. And it got the job done too, posting some "not bad for a rookie" times at Sandown.

But given that car was a daily driver and some safety soul searching (going down the Sandown back straight over 200kmh with the top down was probably not a great idea as fun as it was), just after Easter 19 my wife and I decided it was probably time for us to look for a dedicated car for track and make sure it had a safety cage. I started my search for a race car.

First my wife Ellie and I toyed with the idea of buying a car already converted for track but that didn't feel right. I wanted to go on the journey of converting a road car to track car, and understand what every change meant and what it did, rather than jumping into something I didn't understand. So with that decided we started thinking about road car options to convert so all we then needed to do was pick what car and go find it.

The E46 M3 for me was a natural choice, if we could

find one for good value. My first beemer was an E46 320i I bought in 2000 and since then I have always loved the E46 shape. There's also quite a few of them out there now for reasonable dollars, and they have massive upgrade potential. Back in the day these cars were the envy of the motoring world, and when you see one on the road you can see why as they just ooze attitude. They are pretty handy on the track too!

So once I had decided on the car, just had to go and find one! Thankfully John at BM Autowerks had a beautiful Imola Red 2001 SMG specimen for sale and after a few conversations and explaining the history to me we shook hands and for the first time in my life I owned a true M car (yeah, the M235i didn't count as good as it was...)

But literally no sooner than the ink had dried on the transfer forms, Ellie and the M235i were involved in a horror smash on her way home from work. It was a head on, and the car unfortunately was a complete write off. Ellie was super lucky and she walked out of it pretty much unscathed, which is in no small part was due to the incredible engineering on the car.

So all of a my daily driver was gone and we needed a replacement. Just like that my M3 was thrust into service as a family daily driver.

I don't know if you have ever driven an E46 M3, but let's just say its an experience. The same way that eating a spicy curry or drinking tequila can be an experience! The car looks amazing, and on the open road performs amazing, but in rush hour traffic lets just say it can get a bit... moody. I seriously used to think the car was mad at me for making it drive in suburbia. It longed for the hills.



An if you think the average E46 M3 is a little rough around the edges, mine certainly had an attitude. The SMG gearbox is an acquired taste at the best of times, but mine needed a new clutch and was so bad I had to drive it manually all the time. If I failed to change gears at the right revs I was punished with a clunk and what felt like a kick in the pants. It was shocking at low revs with practically no torque. It was just a pain.

But I loved it anyway. And so did the kids and so did Ellie. It had a tape deck and I played all the old tapes I used to play when I was a teenager. It was so lo fi. No computers, no annoying safety beeps and bongs. It smelt like a car should, old leather, a hint of tobacco smoke and oil (thankfully not petrol!). Because its already a bit older nobody minds eating in it or a few more scuffs on the interior. It felt like home. And man, whenever the traffic cleared and I had a chance to open her up, that thing would move with an engine that sounded like a demented banshee.

However, even though it had been pressed into service as a daily driver, the car had a purpose and a destiny, so over the course of the year we continued the work it needed to be track ready. John and the guys at BMW Autowerks did an incredible job installing some KW Coilovers, installing a new clutch, getting some new tyres and mounting a savage sounding SuperSprint exhaust which added decibels and even more attitude! My M3 was driving so much better yet still a pain in rush hour but a whole lot easier than when I first got it. I now understood why this car won so many awards and accolades.

But just after Christmas with the new Supersprint



season already up and running the time had come to make a decision, would this be my track car or should I keep it as the superb daily it had become? After much deliberation and a few wines, with a heavy heart I decided that the car was a warrior in its heart and needed the thrill of battle. I ordered the full rollover cage that I knew would destroy the interior and make the car a track car once and for all. It was booked in at BM Autowerks to be installed.

Then the lockdown happened. And everything changed.

To be continued....next Edition



Creating BMW Journeys

Part 2 – Using TYRE

by Stewart Adam

In Issue 160, we examined a method of creating a journey with Google Maps, and after conversion using Tyre, the resulting .tar.gz file was imported into the BMW NBT/CIC Navigation system. This method applied to cars which do not include Apple CarPlay (or Android Auto) in the iDrive system (iDrive 7).

In this Part 2 article, an Internet-connected Windows 10 PC is used to create a journey in its entirety using the Windows route-planning software package Tyre – available for download at <https://www.janboersma.nl/gett/download.php>. Although Tyre is freeware, I recommend a PayPal donation to the programmer, Jan Boersma, via the downloaded Windows app. I am using Tyre Version 8 (64 bit) in this example. Do note that Tyre is applicable to Garmin and Tom Tom satnav systems as well as BMW. The development history of Tyre can be read at <https://www.janboersma.nl/gett/news.php>.

What your BMW NBT/CIC iDrive reads

When the BMW iDrive system is asked to import a journey from a USB stick, it reads a compressed file created using tar.gz – where a tar[ball] is a container for files, and the gz extension means the file has been compressed with Gzip. The journey file needs to be imported to the car from a USB stick where the journey file is in the following folders:

NBT systems – BMWData/Navigation/Routes/ yourfile.tar.gz

CIC systems – BMWData/Nav./yourfile.tar.gz

We now turn our attention to creating a journey in Tyre. While your BMW system only uses the terms Destinations, Tyre uses the more appropriate term – Waypoints.

STEPPING THROUGH TYRE

1. Running Tyre

After downloading and installing Tyre on your Windows PC (apologies to Mac users as this is a Windows app.) you will be asked to have a Google account and to create a Google Maps API Key. This is a unique identifier that is subsequently used to authenticate requests associated with Google Maps when it is called up by Tyre. In the interests of brevity, I will leave it to the reader to find more information on this subject on the InterWeb such as at <https://www.janboersma.nl/gett/news.php>.

In this article I am using the journey (route in Tyre's

terms) to Mantilla Restaurant, RACV Cape Schanck Resort, planned for March 2020 by the BMW Car Club's Events Coordinator, Tony Whelan. Unfortunately the COVID-19 restrictions meant this trip did not take place. Figure 1 shows the route wending its way from BP Outbound Mornington Peninsula Freeway to Cape Schanck inTyre with the various waypoints shown in the left panel of the app.

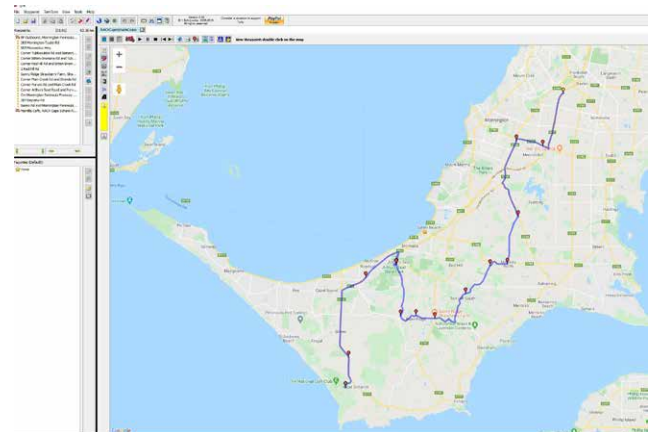


Figure 1: Tyre Mornington Peninsula journey

Using the waypoints provided by the Events Coordinator, I created a sequence of waypoints. The easiest way to locate a waypoint is to double-click on the map covering your planned journey immediately after a crossroad or freeway exit. Double-clicking on the Mornington-Tyabb Road after the exit from the Mornington Peninsula Fwy will bring up an icon on the map, and show in the left panel as 265 Mornington-Tyabb Rd. Double-clicking on the Moorooduc Hwy immediately after the Tyabb Rd and Moorooduc Hwy crossroad will show as 905 Moorooduc Hwy in the left panel. We are not interested in either of these exact locations other than the fact that our BMW's GPS navigation is routed along these roads.

To illustrate another way of entering waypoints, we can use the PC mouse to click on Waypoint in the topmost tab in the app. From there, we select Add >> Manually and in the popup screen enter 'Corner Tubbarubba Rd and Balnarring Rd'. To continue on Tony Whelans route, next add a waypoint – 'Corner Bitten-Dromana Rd and Tubbarubba Rd'. This will direct us on the correct route Any examination of the Tyre toolbar and icons illustrates

that there is much more to this app than can be conveyed in a short article. It is a case of reading the online Help section and more. I found the 'Some hints and suggestions are collected here' section particularly informative.

Once you have the journey created, follow the sequence File >> Save as >> Save as type 'BMW Files (*.tar.gz)' to your PC storage disk.

2. Copy to your USB stick

Next, copy your selected tar.gz file to the BMWData/Navigation/Routes (NBT) and BMWData/Nav/ folders (CIC drives) you have created on your USB stick.

3. Import the tar.gz journey to your BMW NBT iDrive Navigation

In Navigation, and depending on your model/year, it is a matter of inserting the USB stick in one of the USB ports that connect to the iDrive system, then importing under Journeys. Your newly created journey will appear under My Journeys, from which point you can edit or

Start Navigation (See Figure 2). Each of the Waypoints entered in Tyre is termed a Stopover by the BMW Navigation System. As you reach each stopover when driving, just continue on and the system will direct you to the next stopover (waypoint).

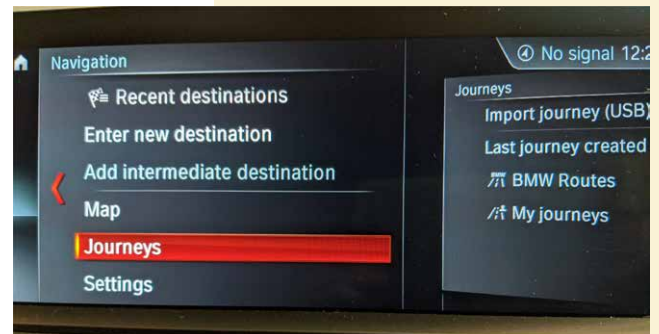


Figure 2: Importing a journey from USB stick

4. Print the directions

Clicking on the printer icon brings up the directions shown as Figure 3.

		KM	hh:mm:ss	++KM	++:++:++
1.	(1) <i>BP Outbound, Mornington Peninsula Freeway</i> Head northeast toward Mornington Peninsula Fwy/M11	0.48	00:01:22	0.48	00:01:22
2.	Merge onto Mornington Peninsula Fwy/M11	4.79	00:03:00	5.27	00:04:22
3.	Take exit 18 for C782 toward Mornington Tyabb	0.55	00:00:29	5.82	00:04:51
4.	At the roundabout, take the 2nd exit onto Mornington-Tyabb Rd Tyabb Rd C782	0.49	00:00:39	6.31	00:05:30
5.	At the roundabout, take the 1st exit and stay on Mornington-Tyabb Rd Tyabb Rd C782	0.24	00:00:18	6.54	00:05:48
6.	(2) <i>265 Mornington-Tyabb Rd</i> Head northwest on Mornington-Tyabb Rd Tyabb Rd C782	2.65	00:02:18	9.19	00:08:06
7.	At the roundabout, take the 1st exit onto Moorooduc Hwy C784	0.19	00:00:12	9.38	00:08:18
8.	(3) <i>905 Moorooduc Hwy</i> Head south on Moorooduc Hwy C784 toward Barak Rd	1.03	00:00:52	10.41	00:09:10
9.	At the roundabout, take the 2nd exit and stay on Moorooduc Hwy C784	1.85	00:01:34	12.26	00:10:44
10.	At the roundabout, take the 2nd exit onto Old Moorooduc Rd C784	1.58	00:01:21	13.84	00:12:05
11.	Turn left onto Balnarring Rd C784	3.71	00:03:06	17.55	00:15:11
12.	(4) <i>Corner Tubbarubba Rd and Balnarring Road</i> Head southwest on Tubbarubba Rd	4.86	00:04:08	22.41	00:19:19
13.	(5) <i>Corner Bittern-Dromana Rd and Tubbarubba Rd</i> Head west on Bittern-Dromana Rd C788	1.97	00:01:46	24.38	00:21:05
14.	(6) <i>Corner Red Hill Rd and Bittern-Dromana Rd</i> Head southwest on Red Hill Rd toward Glovers Rd	4.01	00:04:02	28.39	00:25:07
15.	(7) <i>2 Red Hill Rd</i> Head southwest on Red Hill Rd toward Station Rd	0.01	00:00:01	28.40	00:25:08
16.	Continue onto Shoreham Rd	3.22	00:03:11	31.63	00:28:19
17.	Turn right onto Shands Rd	2.49	00:04:05	34.11	00:32:24
18.	(8) <i>Sunny Ridge Strawberry Farm, Shands Rd, Red Hill</i> Head west on Shands Rd toward Roberts Rd	1.89	00:01:52	36.00	00:34:16
19.	(9) <i>Corner Main Creek Rd and Shands Rd</i> Head southwest on Main Creek Rd toward Barkers Rd	2.02	00:02:13	38.02	00:36:29
20.	(10) <i>Corner Purves Rd and Main Creek Rd</i> Head northeast on Purves Rd	5.26	00:04:52	43.28	00:41:21
21.	(11) <i>Corner Arthurs Seat Road and Purves Rd</i> Head northeast on Arthurs Seat Rd C789	0.07	00:00:10	43.34	00:41:31
22.	(12) <i>Cnr Mornington Peninsula Freeway and Arthurs Seat Rd</i> Head southwest on Arthurs Seat Rd C789 toward Purves Rd	2.98	00:05:33	46.33	00:47:04
23.	Turn left to merge onto Mornington Peninsula Fwy M11 toward Rosebud Portsea	4.13	00:02:46	50.45	00:49:50
24.	(13) <i>287 Bayview Rd</i> Head southwest on Mornington Peninsula Fwy M11	0.82	00:00:41	51.27	00:50:31
25.	At the roundabout, take the 2nd exit and stay on Mornington Peninsula Fwy M11	1.86	00:01:40	53.13	00:52:11
26.	At the roundabout, take the 1st exit onto Boneo Rd C777	6.78	00:05:52	59.91	00:58:03
27.	(14) <i>Boneo Rd exit Mornington Peninsula Freeway</i> Head south on Boneo Rd C777 toward Old Cape Schanck Rd	2.39	00:01:51	62.30	00:59:54
28.	Turn right onto Trent Jones Dr	0.99	00:01:40	63.29	01:01:34
29.	Turn left	0.05	00:00:11	63.34	01:01:45
30.	Turn left	0.03	00:00:10	63.36	01:01:55
	(15) <i>Mantilla Cafe, RACV Cape Schank Resort</i>			63.36	01:01:55

Figure 3: Cape Schanck Cruise directions from Tyre

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E30 2020 Garagistic BMW Driver's Cup Standings

Car #	Competitor	Qual. Position	Qualifying Time	Race 1 Position	Race Points	Race 2 Position	Race Points	Race 3 Position	Race Points	Total Points	C'ship Position	C'ship Points
43	Jeremy Payne	1	1:38.8948	1	25	1	25	1	25	75	1	25
27	Brian Bourke	2	1:41.2648	2	22	2	22	2	22	66	2	22
52	Simon Leach	5	1:43.6807	4	18	5	16	3	20	54	3	20
55	Simon Shiff	6	1:45.7176	6	15	4	18	18	6	51	4	18
77	Rory Plant	7	1:46.7624	7	14	6	15	16	2	45	5	16
22	Alex Jory	3	1:42.0722	3	20	3	20	DNF	0	40	6	15
30	Jess Bell	9	1:48.8355	9	12	7	14	7	14	40	7	15
54	Paul Shiff	8	1:46.8130	8	13	8	13	8	13	39	8	14
83	Stuart Clarke	12	1:53.4627	10	11	9	12	10	11	34	9	12
19	Anthony Carolan	10	1:49.3155	13	9	10	11	9	12	32	10	11
24	Geoff Bowles	4	1:43.5551	5	16	DNF	0	6	15	31	11	10
40	Roderick Martin	13	1:54.8477	12	10	12	10	11	10	30	12	10
7	Gavin Clarke	11	1:51.8363	11	10	11	10	12	10	30	12	10



2020 BMWCCV Club Motorsport Championship Results

Phillip Island was the second round for the year.

The weather was great but a number of delays due to cars dumping oil on the track plus some off track excursions caused some delays. Everyone came away with a smile on their face after having their adrenaline fix on what is Australia's premier race circuit.

Many thanks to the MSCA and Ian Round, Rod Smith & Kevin Flynn for assisting drivers throughout the day.

The next round is at Phillip Island...can't wait!

BMWCCV Sprint classes

A BMW Standard Under 2.0 litre

B BMW Modified Over 2.0 litre

C BMW Standard 2.0 to 3.0 litre

D BMW Modified 2.0 to 3.0 litre

E BMW Standard Over 3.0 Litre

F BMW Modified Over 3.0 Litre

G BMW Standard M

H BMW Modified M

I BMW Racing Under 3.0 Litre

J BMW Racing Over 3.0 Litre/ Racing M

L Non BMW Car

Sprint Championship Rounds 2020

Competitor	Vehicle	BM-WCCV Class	Sand-own	Phillip Island	Sand-own	Tallem Bend	Winton	Phillip Island	Sand-own	Totals	STANDING	
			23-Feb-20	15-Mar-20	18-Apr-20	7-Jun-20	30-Aug-20	19-Sep-20	10-Oct-20		OVERALL	CLASS
Dion Gunn	F20 M140i	E		10						10		
Jeff Murdoch	E82 135i	F	10	10						20		
Darryl Behrendorff	E93 335i	F	9							9		
Simon Flanagan	F80 M3	G	10	8						18		
Rainer Runge	F82 M4	G	9	9						18		
Brian Easton	F87 M2 comp	G		10						10		
Xiao Han	F82 M4	G	8							8		
Peter Caretti	E36 M3	H		10						10		
Hailong Wang	F87 M2 Comp	H	10							10		
Kuanga Li	F87 M2 Comp	H	9							9		
Xiaopeng Gong	F87 M2 Comp	H	8							8		
David Lumb	E30 325i Race	I	8	10						18		
Ashley Sprague	2002 Race	I	10							10		
Matthew Draheim	E30 325i Race	I	9							9		
Ken Christie	E46 M3 Race	J	9	10						19		
Keith Olsen	E92 M3 Production	J	10							10		
Scott McMillan	Nissan Skyline R32 GTR	L	10							10		
Mark Higgins	BMW MiniCooper S R56 JCW	L	9							9		
Clive Massel	Alfa Giulia	L	8							8		

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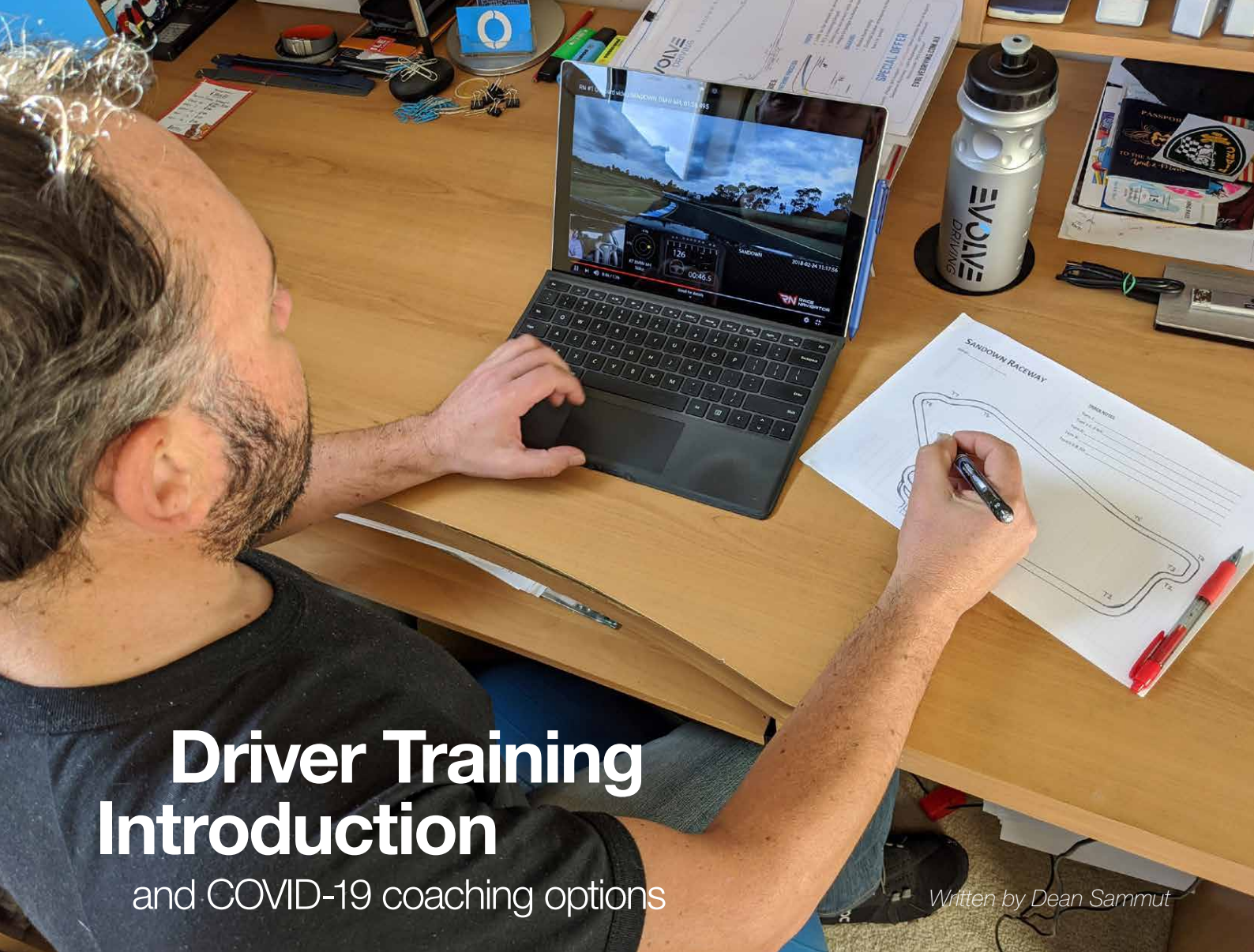
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We Drive With You





Driver Training Introduction

and COVID-19 coaching options

Written by Dean Sammut

Firstly, Evolve Driving would like to say a big thank you to the BMWCCV for inviting us to contribute to this fantastic magazine. We will be contributing an article each issue to help you understand what we do, the benefits of driver coaching and how we are working with your club to benefit you.

A quick introduction of Evolve Driving:

Evolve Driving was established in 2014 by Dean Sammut after 11 years of working in the driver training industry. He identified the need to 'Evolve The Driver!' to be safer, faster and be able to enjoy the true performance that their car can provide.

Evolve Driving have developed event formats that prioritise the highest quality track time, small drive group sizes along with a professional team of instructors whose passion is cars, driving and coaching you to become better drivers.

COVID-19 coaching options

These unprecedented times mean that we must rethink how we use our cars. For Evolve Driving this means we are not on track, the place where we love to 'play' and enjoy the true performance of our cars. We know that you have also had to park up your pride and joy for a

while but there is still a range of things that you can do to be ready to get back to driving as soon as things open up again.

How you can be ready to get back behind the wheel?

There are a range of actions that all drivers can take to prepare to drive again, whether this is simply to go for a magnificent road drive, get out on a friendly track day or get back to competitive driving. Let us start with an overview of the resources that are available to you and how they can benefit your return to the cockpit.

Videos

Before you start watching any videos, get a track map of the circuit that you will be assessing so that you can make notes at each of the corners. Writing your thoughts down is a proven way of learning and remembering, and it is free as track maps are readily available to download from the internet.

Then, if you have any onboard footage of your previous driving, sit down and watch it. Use the vision to identify the good techniques you think you are doing and what that you think you could improve on. This can then be linked to the visualisation/realisation practice described

below so that you begin to develop an expected feeling of what its like to be driving.

What if you don't have your own footage? Thanks to YouTube there is an abundance of onboard footage for a range of roads, tracks, and cars. There is a good chance that you will find footage of someone driving a similar car to yours on the same track that you plan to drive on.

WARNING: be careful of the quality of the driving you choose to watch as there are a lot of videos where the driver is not displaying optimum performance driving techniques and awareness. You can still watch these videos but make a note of the actions that you don't think are correct so that when you are 'building' your visualisation/realisation map you are developing good techniques in place of their bad one's.

Evolve Driving are launching 'The Drivers Lab' which is a new feature on our website where we will have reference laps highlighting optimum driving techniques at a range of circuits.

Books, Literature & Podcasts

There are some great resources available on the topic of performance techniques – books, websites, and podcasts. Checkout 'The Drivers Lab' for a list of our favourites.

Simulator Driving Sessions

Driving is one of the few sports which you can replicate on a simulator with remarkable accuracy (Cycling may be the other with Zwift). Even basic home 'sim' set-ups allow you to practice the 'process' of driving on the very circuits you drive on. Some advanced simulators have amazing levels of comparisons to real world driving and just like the real world you can spend a lot of money on your car and simulator. Try to use any time you get on a simulator to replicate the situations that you will be driving in on track, for example the type of car characteristics, the session length, practice, qualifying or race.

Visualisation/Realisation Practice

This is an exceptionally good skill to develop as it will benefit you now and when you are back to full track activity. When we talk about visualisation, we are not only referring to the 'visual' aspect of replicating your drive which is why we often say 'realisation'. This means that we want you to include all of the sensory inputs that you get when you drive in your mind when you are formulating your 'sensory input' lap. You should include the feeling of g-forces, hear the revs and other noises, have the feeling of bumps and the movement of steering, gear selection and pedal use, etc.

When you practice this regularly it becomes an immensely powerful tool to help your driving performance (and can be transferred to other areas of your life too). It will maximize your track time, minimising wasted 'build-up/warm-up' time and will improve your consistency. It also gives you a better 'plan' so if anything doesn't match that plan then you will be able to proactively deal the problem and not just react to it which at track speeds could be too late.

There are a range of great books and online literature relating to visualisation and I would encourage you to start practicing it on a regular basis.

BMWCCV Member Benefits

Before we leave you to go and practice all the things listed above, we would like to let you know what benefits Evolve Driving provide to you simply for being a current Club Member.

Benefits include discounted booking prices or inclusion of garage hire or other event add-on options. As offers change over time and may be circuit/event specific please contact your Club for details of the current offers that you can take advantage of when joining our events.

Welcome to all new members

WELCOME TO ALL NEW MEMBERS	
Kirstie Hall	e21 323i 1983
Hayden Vincent	528i touring 1997
Lex Saunders	330i conv 2000
Peter Gibbs	Z3 2.8 1998
Reginald Steward	318i 1995
Alexander Barbin	540LE 1995
Gerasimos (Gerry) Lionatos	e34 M5 1992.
Alan Karabardak	320i 1988
Aaron Maguire	X1 20d drive 2016, Z3 2.2 2001
John Beaton	120d sedan 2008, 320d 2014, 328i soft top 1997, X5 2005
Rhett Nelson	323JPS 1981
Sandra Bowers	325ti e46 2002
Luke Puyal	323i e21 1980
Chris Boribon	X3M 2018
Matt Thelewis	e28 M5 1987
Tim Barber	320i sedan m sport 2013
Jim West	e36 m3 race car 1995, e30 325is 1989
Peter Smithson	340i 2016, Z3 2.8 1997
WELCOME BACK	
Furkan Gurkan	E30 1989, E30 1984
Stuart Esnouf	540i/6 1995
Marlin King	e30 1989

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