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On the cover: winner of the front cover competition: Taylor Zhou's 2002.

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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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FROM THE EDITOR

Hello everyone,

What a busy first couple months of the year we have had! We had our February meeting at Kingsway BMW, the Torquay Motor Show, Federation Square Display, the 2 Series launch, E30 racing at both Winton and Phillip Island, Phillip Island Classic display, the Grand Prix Display, the Shepparton drive day, our first Driver Training for the year at DECA, our first sprint round at Phillip Island with the AROCA Car Club and our April meeting at Mornington BMW. I do hope everyone who attended enjoyed themselves!

I would like to take this opportunity to thank Kingsway BMW and Mornington BMW for having us come into their dealerships for our meetings. I was personally unable to make it to the Kingsway meeting, but I had a fantastic time at Mornington. It certainly was nice having a meeting so close to home.

Also, a quick thank you to all those who gave me great feedback on my article in the last magazine and I hope that you all feel that you know me a little better now!

For this magazine I asked on members to submit me their cars and photos to be the cover of the magazine. Thank you to all those that sent in images, I received about 50 and could not choose them all for voting! In the end it was very tight between three of them! Taylor Zhou's 2002 ended up just scraping in at number 1 and is what you now see on the cover. I will definitely be doing this again for future issues, so be sure to keep an eye on the member emails for details.

Now, speaking on behalf of the Committee, we are interested in gaining more knowledge about other car club Motorsport days. We hear that some days are better than others, some groups are more organised etc and then we also hear of other events where members shouldn't waste their time or money.

Our intention is to supplement our own calendar with extra events for members who want to spend more time on the track. Although these days are not run by BMWCCV if we know which clubs we should be contacting for information we can update you all with additional information. If you have any comments, suggestions or questions please feel free to send myself, Jenna or Graeme an email.

If you have any suggestions for ANY events, not just what we could do better for our motorsport and driver training days, please do get in touch with us!

Also, keep an eye out for issue 137; it will be receiving a facelift next issue with a big thanks to the help from one of our new members, Stuart Fisher. I hope you will all like it as much as I do!

That's all from me this time; I look forward to catching up with many of you at the coming events.

- Jess.

WHAT'S ON..

Date	Event	Location
10 May	BMWCCV Club Sprint	Sandown
17-18 May	E30 Racing	Sandown
31 May	Driver Training	Winton
31 May	Cruise day	To Winton
1 June	BMWCCV Club Sprint	Winton
2 June	General Meeting	CarDip – Nunawading
14 June	DYNO Day	4B Fabrications - Carrum Downs
21 June	Founders Dinner	TBA
5 – 6 July	E30 Racing	Winton
27 July	Cruise Day	TBA
2 – 3 August	Phillip Island 6 Hour	Phillip Island
3 August	<i>Hill Climb TBC</i>	<i>Haunted Hills</i>
4 August	General Meeting	TBA
8 September	AGM	Bentleigh RSL
7 September	BMWCCV Club Sprint/Fun day	Sandown
13 September	Driver Training	DECA Shepparton
11 October	Driver Training	Winton
18 – 19 October	Winton 6 Hour	Winton
31 Oct. – 5 Nov.	Tour of Tasmania	Tasmania
8 -9 November	E30 Racing – Winton 300	Winton
22 November	Charity Ride Day	Sandown

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

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



Photo by Imajess Photography from Mornington BMW General Meeting

THE POWER OF M D

This is a modern love story featuring BMW's mighty 1 series diesel and communities of interest. In short, it is a tale of how one BMW owner came to gain knowledge about his bi-turbo BMW e82 123d coupé with M Sport pack – with the help of many people around the world in such communities of interest as the BMW Car Club of Victoria's Facebook group, Bimmerpost's 1addicts.com forum and babybmw.net.

When the director of an international company was redeployed to Europe and had to part with his 18-month young BMW e82 123d coupé, I snapped it up (See Image 1). I said good-bye to a much loved (and slightly modified) Lexus IS300 and entered the BMW fraternity. Having spent much time modifying Google's Android smartphone OS with the aid of a community of likeminded people who are members of XDA-Developers.com – the largest such forum in the world – I turned to communities of interest to find out more about BMWs in general, and the e82 diesel in particular.



Image 1. BMW 123d e82 coupé in Alpine White

Turning to the BMW Car Club's website and forums, I found that, sadly, the forums are relatively inert. It wasn't until much later that I found the Facebook Group, but I also found that there was no interest in diesels on display. Bimmerpost's forums were much more enlightening – not about diesels – but certainly about the 135i and modifying (modding) them. I didn't heed the warning of one member who congratulated a new member, but warned him not to fall under the spell of the modder's curse now that he had bought a used BMW 1 series.

Bimmerpost's 1addicts.com forum is helpful if wanting knowledge on all petrol models and where to source items from North American suppliers such as Bimmian.com. This company is one of many such as Tire Rack, which sponsors a forum thread on – you guessed it – tyres. The 123d coupé's smoked side turn indicator shown in Image 2 is an example of one of many Bimmian.com offerings. However, once again, there was no interest in diesels, even though BMW is now making another concerted effort to market their new model diesel line-up in North America.



Image 2. BMW 123d smoked side indicators from Bimmian.com

Babybmw.net, which is UK based, was the most helpful source of information on BMW diesels in general, and the 123d in particular. While I have learned much from 1addicts.com and babybmw.net members, and carried out many mods with their guidance, I will limit the story to two examples from a treasure trove of stories that illustrate why communities of interest are much more informative and helpful than sources merely trying to sell us something.

Top Marque 4

The first story involves tyres. My 123d came with M Sport pack mods – M 18" alloy wheels, M leather steering wheel, M Door sill finishers, M Sport suspension, Anthracite headliner, M Sport Leather Handbrake Grip and later added M Sport Pedals. I found the combination of a stiff suspension and Bridgestone run-flat (RFT) tyres to be a back breaker. The forums were replete with stories of 1-series owners who were replacing what they termed 'run-craps' with other non-RFT tyres. Not only were they replacing the RFTs with Michelin Pilot Sport 2 and 3 tyres, but increasing the width of the tyres installed. I followed suit, but with Yokohama ADVAN Sport tyres – Front: 225/40ZR18 and Rear: 255/35ZR18 – having sold my RFTs on eBay. Eighteen months on, I am still happy with that decision.

Making such a decision has many ramifications. Since the BMW 123d does not come with a jack, spare tyre or other niceties for dealing with a flat tyre, I bought an OEM jack with breaker bar and torque socket from BMWDirect's eBay store and picked it up when visiting family in London. I also bought an OEM electric pump kit from a North American dealer via Amazon. Both were inexpensive when the exchange rate was more in our favour. The last item was a space saver wheel out of Germany as shown in Image 3. In each case, members of 1addicts.com and babybmw.net had blazed a safe trail for me to follow.



Image 3. OEM space saver and Continental tyre

The second story involves members from babybmw.net experiencing difficulties due to using incorrect motor oil in their diesel engines, adopting too long a service interval, and other factors. The reality is that diesels with a DPF (diesel particulate filter) need to be driven distances and do not like short trips. Every fortnight that I have been constrained to city driving, I take the 123d for a 15 to 30 minute freeway drive to burn out the rubbish in the DPF. The many discussions on babybmw.net led to a decision to specify use of Nulon Full Synthetic 5W-30 diesel formula long life engine oil, and the decision to extend my new car warranty directly with Allianz.

In closing I would like to answer the question why I chose a diesel BMW, and why I would do so again. It is not because European forum members have cranked them up to 267 kph (166 mph). Nor is it because of the fuel economy: Combined – 5.6 L/100km; X Urban – 4.6 L/100km; Urban – 7.3 L/100km. Nor is it the 304 Nm torque that pushes me back into the seat on launch. Well, it is all these things because together they take me back to my youth in the NSW Car Club when I drove a GT Falcon. Yes, seriously – on top of which I now have fuel economy and low costs, which is something that never entered my head in those days of cheap energy!

Acknowledgement: Many thanks to fellow BMW diesel driver and club member Ken Lee for all the help he has so willingly given me since I joined the BMWCCV.

- Stewart Adam



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THE ALL-NEW BMW 4 SERIES GRAN COUPE



- New BMW 4 Series variant
- Four-door Coupé offers increased rear passenger and luggage space
- 420i, 420d, 428i and 435i models available at launch
- Arriving from June 2014

BMW Group Australia has announced the impending arrival of a new addition to its acclaimed BMW 4 Series range – the all new BMW 4 Series Gran Coupé.

This new model follows the recent introduction of the Coupé and Convertible BMW 4 Series models, and with its added functionality, further broadens the appeal of the range.

According to Phil Horton, managing director of BMW Group Australia, the BMW 4 Series Gran Coupé brings the stunning BMW 4 Series styling and dynamics to a wider audience.

“The Gran Coupé variant adds more functionality to the BMW 4 Series without compromising any of the aesthetics or driving enjoyment of the vehicle.

“And in line with BMW’s strategic product direction, the additional functionality will not come at a premium. The 4 Series Gran Coupé will be similarly equipped and identically priced to the equivalent two-door Coupé models,” said Horton.

Boasting nearly identical exterior dimensions to its two-door stable mate, the BMW 4 Series Gran Coupé is 4,638 mm in length, 1,825 mm wide and shares the same wheelbase and track of the 4 Series Coupé. The major difference between the Coupe and the Gran Coupe lies in the roofline, which sits 12 mm higher and extends a further 112 mm towards the rear of the car.

The two frameless rear doors of the BMW 4 Series Gran Coupé offer greater access to the 2+1 rear bench seat and the increased height and length of the roof allows for greater rear passenger headroom and improved comfort. Added to this is the 35 litre increase in the luggage compartment, now boasting 480 litres of room – up to 1,300 litres with the standard 40:20:40 split fold rear seats folded down – which provides more convenience for everyday commuting.

The BMW 4 Series Gran Coupé line-up is identical to the two-door Coupé models which are all powered by the latest BMW TwinPower turbo engines boasting exhilarating power and torque figures, yet still returning impressive fuel economy. These include:

BMW 4 Series 420i Gran Coupé:

- Four-cylinder in-line turbocharged with direct injection,
- 135 kW, 270 Nm,
- 0–100 km/h: 7.6 sec,
- EU fuel consumption: 6.1 litres/100 km; CO2 emissions: 142 g/km.

BMW 4 Series 420d Gran Coupé:

- Four-cylinder in-line turbocharged diesel,
- 135 kW, 380 Nm 0–100 km/h:
- 7.5 sec, EU fuel consumption:
- 4.6 litres/100 km; CO2 emissions: 121 g/km.

BMW 4 Series 428i Gran Coupé:

- Four-cylinder in-line turbocharged with direct injection,
- 180 kW, 350 Nm,
- 0–100 km/h: 6.0 sec,
- EU fuel consumption: 6.4 litres/100 km; CO2 emissions: 149 g/km.

BMW 4 Series 435i Gran Coupé:

- Six-cylinder in-line turbocharged with direct injection,
- 225 kW, 400 Nm, 0–100 km/h: 5.2 sec,
- EU fuel consumption: 7.6 litres/100 km;
- CO2 emissions: 178 g/km.

These impressive figures are due, in part, to the inclusion of an eight-speed Sports Automatic transmission as standard fitment for all BMW 4 Series Gran Coupé models.

As well as claiming excellent performance figures, all three models combine ultra-efficient engine and transmission combinations with a suite of BMW EfficientDynamics technologies to achieve exemplary consumption and emissions figures. Each BMW 4 Series Coupé is equipped with Auto Stop/Start, Brake Energy Regeneration, ECO PRO mode and on-demand ancillaries such as electric power steering.

The BMW 4 Series Gran Coupé shares a high level of standard specification nearly identical to that of the equivalent BMW 4 Series Coupé models. The exceptions include the addition of automatic tailgate operation and 40:20:40 split fold rear seats which are fitted as standard on every BMW 4 Series Gran Coupé model.

The BMW 4 Series Gran Coupé will also include an inbuilt SIM card on every model to enable the full suite of BMW ConnectedDrive features for the first time in Australia.

The new BMW 4 Series Gran Coupé will be available in Australian showrooms from June 2014.

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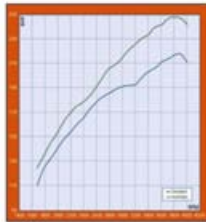


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CAMS TO MAKE FRONTAL HEAD RESTRAINTS (HANS DEVICES) MANDATORY



The Confederation of Australian Motor Sport (CAMS) is to make use of Frontal Head Restraints (FHR) mandatory from mid-2014. FHR's are a safety device that reduces the likelihood of head and/ or neck injuries and are already compulsory in many motor sport events worldwide.

Formula 1® mandated FHR devices called HANS (Head and Neck Support) in 2003 after extensive testing and these products are also mandatory in Australia's premier touring car category, the V8 Supercars Championship.

CAMS Chief Executive Eugene Arocca says it's time the devices were made mandatory in all levels of Australian motor sport and expects this decision will be embraced nationwide. "We have a responsibility to continually review safety in motor sport and we felt it was an opportune time to review mandatory use of Frontal Head Restraints. Safety is paramount in this sport. Ultimately the industry will embrace Frontal Head restraints at all levels and we are very comfortable making this decision as part of our responsibility in regulating motor sport in this country. The facts and the information supporting FHRs is overwhelming. Use a Frontal Head Restraint and your chances of surviving a significant motor sport incident are far better than without." said Arocca.

The purpose of FHR devices is to stop the head from whipping forward in a crash, without restricting the movement of the neck, as an FHR device maintains the relative position of the head to the body.

CAMS has resolved to introduce regulations which mandate the use of forward head restraints in accordance with FIA standards as follows:

*** From 1 July, 2014 all international and national circuit races, road events and off road events, except where specifically exempted due to the type of vehicle;**

*** From 1 January, 2015, all state circuit races, road events and off road events, except where specifically exempted due to the type of vehicle.**

*** This does not include Speed events and Auto tests.**

CAMS will conduct an assessment to monitor the introduction and to determine its application to other disciplines and lower level competition. In the meantime, competitors are reminded that the use of these restraints remains highly recommended.

FHRs are a safety device that reduce the likelihood of head and/ or neck injuries and are already compulsory in many motor sport events worldwide.

The purpose of FHR devices is to stop the head from whipping forward in a crash, without restricting the movement of the neck, as an FHR device maintains the relative position of the head to the body.

Arocca said: "Personally, if I was competing at an event I would use a Frontal Head Restraint irrespective of the level of motor sport. Most importantly, this will be phased in together

with an ongoing monitoring process, which we believe is the best way forward. In real terms, when you consider that the cost of a basic FHR is equivalent to two good quality tyres, it would be difficult to logically argue against the mandating of FHR, particularly given the FHR will outlast the tyres by a number of years."

Former V8 Supercar driver and Australian motor sport legend Mark Skaife believes this is a significant moment in the history of Australian motor sport and all drivers at all levels will be better off. "I think to make it compulsory now is absolutely required." said Skaife. He added: "The shift in policy is like when seat belts were introduced. At the end of the day we would not go racing without seat belts. Frontal Head Restraints are the same. "They take a little bit of getting used to in making sure the seat belts conform to body shape, but for me it's a one hundred percent guaranteed thing that you should wear for any sort of motor sport."

"For me, to make it compulsory now, is a great thing. Elite drivers consider FHR devices as essential as their helmet. V8 Supercar Driver and CAMS Driver Development Manager Karl Reindler recalls one occasion in particular where a Frontal Head Restraint proved invaluable. "With the accident I had in Perth in 2011, it saved my life. I walked away from that accident with some burns but had I not had my Frontal Head Restraint on, who knows what the result could have been? I think it's a great move by CAMS and the devices are a lot more affordable now than what they used to be. You can't put a value on your own life." said Reindler.

CAMS will only recognise the SFI Standard 38.1 FHR devices up until the 31/12/2015, when the SFI Standard 38.1 devices will no longer be recognised. CAMS has only ever recognised and recommended the use of FIA approved devices.

The SFI Foundation, in testing to meet the SFI 38.1 Standard, utilised a test scenario involving the use of a sled and a test dummy fitted with the device. The sled and dummy, are then accelerated and rapidly decelerated to produce a velocity change, thus testing the ability of the device to support the head and neck in an impact.

The FIA take testing a step further than the sled and dummy test by incorporating testing for the helmet posts and the individual tethers. The FIA then undertake a destruction test to determine the ultimate ability of the device.

Furthermore, CAMS will not approve the drilling of a helmet to facilitate the fitting of FHR tether posts unless undertaken by the helmet manufacturer or a helmet manufacturer's agent. Most helmets with the applicable standard required for FHR are pre-drilled to suit the tether posts and therefore only require the post to bolted or screwed into place. Manufacturers and manufacturer agents will undertake this action for minimal cost and will also be able to verify that the helmet is in fact of the necessary standard to suit the use of FHR.

2 SERIES LAUNCH



Recently BMW released the new two series coupe to the Australian market.

With the marketing overseas directly linking the 60's and 70's era 2002, the some local dealers approached the club with the request to borrow some through the club.

A quick email to Doug Read, the 02 register guardian, we quickly filled the request.

I was selected to Support Bib Stillwell BMW in South Yarra, Doug loaned his beloved Snowflake to Brighton BMW, Tim Elward loaned his dark green 2002 to Mornington, Stewart Garmey had his Tiaga green at Doncaster BMW as did Paul Kertes with his Golf yellow 02 and Phillip Leahy with his Golf yellow 02 at Bmw Melbourne.

I would like to thank the BMW Dealers for the opportunity to display our cars in their showrooms.

I would also like to thank the 02 register members who offered their cars although we couldn't find a space for them.

As for the new car, my 2002 holds a special place in my heart, but I could park the new one next to it!

- Rodney Bateman
Vice President



MY FIRST GRAND PRIX

Going to the Grand Prix was somewhat what I had expected it to be. Too much to see with not enough time! Between the race cars, entertainment and trying to find a point of the track where I could get a good view I soon realised I needed to spend at least two days at the track to take in everything.

Having nothing previous to compare the noise too I found myself constantly snapping to attention every time a car was nearby. I would love to have heard the previous V8 F1's! I still got to enjoy the unique sound that each car had to offer and enjoyed a turbo experience that I've never had the opportunity to before.

I am somewhat disappointed that the build up couldn't happen on the walk from the station to the track. I had been talking all week, waiting, to hear and feel the cars as I headed to the track, from blocks away. That just wasn't there.

I'll definitely want to make this a yearly thing and will gladly spend the extra money to get a grand stand ticket to get a good view.

The arrays of the cars that BMW Car Club had to offer were great, but they will be better once my car is alongside them! It was a good collection as are most displays by the club at different events.

The race itself was obviously a highlight and was great to see the Red Bull Racing team with their new Australian recruit right up there, even though he got disqualified, everyone still counts it as a win and you can't take away that atmosphere of support for him on that day.

- Jay Haig



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BMW PERFORMANCE MODIFICATIONS FOR ROAD, RALLY OR TRACK

OPPORTUNITY TO RACE THE AUS GP TRACK



It was only about six weeks before the AGP I was offered the opportunity to drive at the AGP. The support category was the Club Targa Demonstration laps on Thursday, Friday and Saturday. It is one of those bucket list opportunities I thought was too good to pass. I only had one issue, I needed a car with a rollcage to drive. My E30 track car didn't have a rollcage, however I was fortunate enough to be able to "loan" Southern BM's E36 Race car for the event. The Southern BM E36 is a supercharged 325i.

Also entered into the event was fellow club member Keith "Jimmy" Olsen in his E92 M3 Racecar. Other cars in the Club Targa Demonstration including BMW 1M, Ferrari's Porsche's, Nissan GTR's, Audi TT's, Renault Megane, Mazda RX7 and a Torana A9X

Our Cars needed to be in position near turn 2 and ready for scrutineering on the Wednesday afternoon before the GP. So once we had the cars all unloaded, we awaited to be scrutineered. Unfortunately about an hour later we were advised that our scrutineering was postponed till 8am on the Thursday.

We arrived at the track early on Thursday. As we had competitor passes we were able to enter before the gates open to the public. It was quite interesting being one of a few people within the track precinct and have time to take it all in. A team of CAMS officials scrutineered the cars and fortunately we had no concerns. We then headed off to the full media and drivers centre for our drivers briefing, it all felt a little surreal to be using the same rooms the F1 and V8 drivers!

Then it was back to the cars. The morning went very quickly, so by the time we returned from the drivers briefing it was time to move to the dummy grid. Our dummy grid was at turn 2 and was also the dummy grid for the Historics, Celebrity Racers, Porsche Carrara Cup and ourselves. The only categories allowed in pit lane are the F1s and the V8's. We had to be on the dummy grid 40 mins before our track time. As we sat in the cars waiting I actually became nervous! This was the biggest race meeting I had ever

driven at! Driving on the same track in the same event as Formula One – WOW !

Once we hit the track it was sensory overload. The electronic flag system that is used for the F1's was used for us as well. Driving around Albert Park with all the walls, barriers, ripple strips, sand traps, crowds at race speed in excess of 200 kph in parts versus 40 kph the rest of the year is a TOTALLY different and exhilarating experience. The first few laps were sighting and trying to take as much as possible in, in a short space of time. After six laps the chequered flag was displayed. It seemed our session went so fast!

Back in and all the drivers including Jimmy and myself were discussing the track and racing lines and the like. As it was a demonstration there was no official racing. It was much like a sprint day format with no speed restrictions and where there are other cars on the track however no passing in corners and the request to drive well within your limits. If you came into contact with anyone or anything or even lost control in any way you would be blackflagged and excluded from the rest of the meeting, including possible suspension of your CAMS licence!

Both Friday and Saturday we had another session out on track. Again both just got more fun, as you could use the learnings from the prior days to fine a quicker, smoother way around the track.

Overall this was an excitement plus motorsport weekend that was just good fun and enjoyable. We also had seats in the Brabham Boxes on turn @ which was a great viewing spot for the weekend. On top of that being involved in a Grand Prix and having the opportunity to race around Albert Park was just fantastic. A very special thanks to the team at Southern BM for organising a car for me to do the event.

If anyone who like any other details about the weekend please just ask Jimmy or myself.

- Matt Draheim

CODE OF CONDUCT

Due to a some recent incidents, the Committee would like to take this opportunity to remind members of our Code of Conduct.



BMW Car Club of Victoria

CODE OF CONDUCT

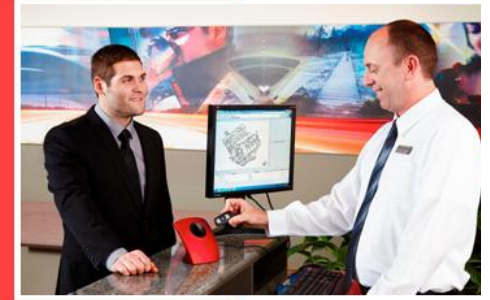
This Code is to provide a framework which Members of the Club are responsible for observing the embedded principles when participating in events under the banner of the Club. Please note that the BMWCCV Code of Conduct encompasses the BMW Club's Australia Code of Conduct and in no way contradicts the overall statements made within that document, nor does it contradict any statements found within the BMWCCV Constitution.

Upon applying for and being accepted as a Member of the Club, all Members shall unconditionally agree to the following:

- Treat Event Organisers, Officials, Committee Members and the Clerk of Course with Respect at all times.
- Shall accept and abide by all directives and requirements given by an Official or Committee Member during an Event. Any member, driver or guest who acts in a way deemed to bring the club into disrepute, such as using offensive language, inappropriate behaviour, or disturbing the running or enjoyment of the activity, may be asked to leave the event or meeting. If there is any recurrence, the offending person(s) may be banned for a period of time to be decided by the Committee.
- At all CAMS regulated Events, unless stated otherwise, the Club shall comply with all directives laid down by CAMS. All Members of the Club shall unconditionally agree with compliance to these CAMS requirements.
- Adhere to the BMWCCV Social Media Policy.
- Represent the Club with a favourable reflection at all times, and consider all actions to ensure no detriment to the Club or its reputation.
- Respect the rights, dignity, and worth of every person with whom they have contact regardless of age, gender, ethnic origin, or ability and refrain from any discriminatory practices based on age, gender, religion, ethnic origin, or ability.
- Accept responsibility for their actions, and display high standards in language, conduct, punctuality, and presentation.
- Operate within the Rules and spirit of the Club, abide by the Rules of the Club, and respect the individuals administering the Rules.
- Refrain from any form of verbal, physical, or emotional abuse toward other Members or any other person with whom they have contact.
- Not undertake any activity in the name of the Club without consideration and approval of the Club Committee.
- Maintain a balanced viewpoint on all situations, and ensure adherence to all legal, road, and social rules.
- Be a positive role model for other Members and any other person with whom they have contact.

Any breach of this Code could result in a review by the BMWCCV Committee and may result in the Suspension or Expulsion from the club in accordance with Section 29 of the Club's Constitution.

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BMWCCV DRIVER TRAINING

At the BMW Car Club we understand the importance of driver training and for well over 10 years have been providing our members the opportunity to come and further their skills in a safe, controlled environment at either our Level 1 course held at DECA in Shepparton or the Level 2 course at Winton Motor Raceway. Regardless of age or experience, there is always more than you can learn when it comes to a skill that most of us use every day!

All driver training is conducted either on real racetracks or specially designed training areas and are tailored to what each individual would like to get out of the day. This has been a starting point for many members who have gone to higher levels of motorsport, many of us who now conduct the training today.

The Level 1 course conducted at the Driver Education Centre of Australia (DECA) in Shepparton is a great starting point for anyone looking at improving their low speed advanced driving skills. Our experienced instructors will start with demonstrating the correct seating and hand positioning before moving into how to control

skidding, experience ABS and ESP, correct following and stopping distance, explain and demonstrate under steer and over steer in both wet and dry conditions all in the safety of an open skid pad design to these activities.

Winton Motor Raceway in Benalla is the scene for our Level 2 course. Our instructors will take you through the correct techniques for high speed cornering and manoeuvres and will explain weight distribution and correct braking techniques to help you get the most out of yourself and the vehicle. This is the perfect next step for people looking to get into our motorsport sprint series or any other levels of motorsport at one of the most technical and rewarding race tracks in the country.

We encourage all members to bring their friends and family to join us at one of our driver training events. You are never too old or too young to learn new skills so make sure you get your entry in to our remaining Driver Training events this year... We look forward to seeing you there!

- Sean Bell

Photos from our last Driver Training at DECA, Shepparton by Imajess Photography





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YOUR CENTRE FOR ALL THINGS BMW.

Located across two convenient locations at Southbank and Kings Way, BMW Melbourne delivers the full suite of BMW vehicles, products and services amongst state-of-the-art facilities. As well as boasting an extensive range of new and demonstrator models, Southbank is also home to the BMW motorcycle range at Southbank Motorcycles.

BMW Melbourne – Kings Way showcases not only new and demonstrator models, but also the BMW Premium Selection range. With ample on-site parking, free Wi-Fi and cafés at both dealerships, a visit to BMW Melbourne will highlight our dedication to delivering outstanding customer service.

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BMW CAR CLUB OF VICTORIA INC.

Join us for the Melbourne Cup Weekend

BMW Car Club
Victoria



Tour of Tasmania 2014



Friday 31st October – Wednesday 5th November, 2014.

Spirit of Tasmania and accommodation 1 night each at
Cradle Mountain Chateau, Freycinet Lodge and Launceston Country Club Villas.
Cost approx. \$1,300-\$1,500/person twin share basis for accommodation and meals.
See proposed itinerary for full costing details. Can be paid for by instalments.



Option of extended trip Wednesday 5th – Sunday 9th November, 2014.

Accommodation 1 night at Launceston, 2 nights at Strachan and 1 night at Hobart.

Cost approx. \$2,400-\$2,600/person twin share basis.

See proposed itinerary for full costing details. Can be paid for by instalments.

RSVP and \$100.00/person deposit by 1st September 2014:

Names attending: _____ Member No: _____

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

Interest in Options: Gordon River Cruise MONA Hobart Both

Email Address: _____ Mobile No: _____

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

Amount: _____

Full Name on card: _____

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

Signature: _____

EFT Details: NAME- BMW CAR CLUB OF VICTORIA BSB- 033132 ACCOUNT- 219267

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

Any questions to: Tony Whelan, 0418 509 171 Email: secretary@bmwccv.com.au

**BMW CAR CLUB OF VICTORIA
TOUR OF TASMANIA 2014**



4 DAY, 5 NIGHT TOUR

Friday 31-Oct-14
Night Sail across to Tasmania on Spirit of Tasmania

Saturday 1-Nov-14
Breakfast Disembark and drive to Penguin for breakfast
Morning Drive via Hellyer Gorge to Central Plateau
Lunch Light lunch at Cradle Mountain Lodge
Afternoon Wilderness Gallery and walk around Dove Lake
Night Dinner and stay at Cradle Mountain Chateau

Sunday 2-Nov-14
Morning Drive via Mole Creek Caves
Lunch Historic Longford Hotel
Afternoon Drive via Campbell Town to Coles Bay
Night Dinner and stay at Frecinet Lodge

Monday 3-Nov-14
Morning Walk to Wineglass Bay Lookout
Lunch "BMW Pancake" Lunch at Elephant Pass
Afternoon Drive via St Helens & Scottsdale to Launceston
Night Dinner and stay at Launceston Country Club Villas

Tuesday 4-Nov-14
Morning Option of National Automobile Museum of Tasmania
Morning Option of looking around Cataract Gorge
Lunch Melbourne Cup Luncheon at a Tamar Valley Winery
Afternoon Drive via Devonport to Spirit of Tasmania to travel home overnight
Afternoon Otherwise return to Casino Country Club

For those doing the 4 day, 5 night tour
Night Sail across to Victoria on Spirit of Tasmania
Wednesday 5-Nov-14
Morning Arrive Melbourne

For those staying on for 8 day tour
Night Dinner and stay at Launceston Country Club Villas

4 DAY, 5 NIGHT TOUR EXTENSION

Wednesday 5-Nov-14
Morning Drive to Sheffield "Town of Murals"
Lunch Café at Rosebery
Afternoon Drive to Strahan
Night Dinner and stay at Strahan Village

Thursday 6-Nov-14
Morning Gordon River Cruise
Lunch Gordon River Cruise
Afternoon Gordon River Cruise
Night Dinner and stay at Strahan Village

Friday 7-Nov-14
Morning Drive via Queenstown & "The Wall"
Lunch Café at Tarraleah
Afternoon Drive via New Norfolk to Hobart
Night Dinner and stay at The Henry Jones Art Hotel

Saturday 8-Nov-14
Morning Salamanca Markets
Lunch Salamanca Market Cafes
Afternoon Drive via Bothwell & Deloraine to Devonport
Night Sail across to Victoria on Spirit of Tasmania

Sunday 9-Nov-14
Morning Arrive Melbourne

Note: Option to spend 1 night in Strachan and 2 nights in Hobart to visit MONA Hobart in lieu of Gordon River Cruise or extend by another day and do both

Pricing Options are based on per person twin share basis and include return voyage on Spirit of Tasmania with accommodation in an Inside Cabin, 1 car space per couple, accommodation as listed, evening dinners as listed, full breakfasts, lunches as listed and entry to the Mole Creek Caves and Gordon River Cruise or MONA on the extended tour.

Note: Petrol, All Drinks, Morning/Afternoon Teas and Travel Insurance are not included in pricing.

4 Day 5 Night Tour \$1,380.00 per person twin share

8 Day 9 Night Tour \$2,460.00 per person twin share

Extra for Delux Cabin on Spirit of Tasmania \$252.00 per person twin share
Extra for porthole cabin on Spirit of Tasmania \$48.00 per person return
Extra for single person/car on Spirit of Tasmania \$89.00 per car

OBD-II: Using an ELM327 and Torque Pro App

Stewart and Maureen Adam

In the US, every light duty car sold since 1996 sports an OBD (on-board diagnostics) port. Later medium and heavy duty vehicles followed suit. The European Union (EU) introduced OBD systems with petrol cars in 2001, and diesels in 2004. Australia followed with emission control for light vehicles in 2005 based on OBD-II. In a nutshell, every vehicle monitors its activities via some 100 standard Parameter ID (PID) codes, and the vehicle must be capable of sending resulting data via these codes and a connected diagnostics tool. There are some 900 possible error codes in the OBD-II standard covering engine, drive-train and more.

The codes are presented raw and so it can be useful to know what these codes represent. For example, on a BMW 5-series with a V8/10/12 engine, the fault code P0174 means that bank 2 is running too lean. Manufacturers do chose some codes that relate solely to their vehicles. For a list of BMW error codes, visit the OBD Codes website: <obd-codes.com/trouble_codes/bmw/>.

On the BMW e82 the OBD-II port is located on the right-hand side of the driver's side foot well, immediately above the bonnet-opening handle. Flick the plastic cover off, and there lies the port that is used primarily for emissions testing and engine diagnostics, but can also be used by car owners for checking error codes and much more. It can also be used by employers to check on their employee use of company vehicles, and by the parents of teenagers to snoop on the same thing. However, it is the data logging aspect that this article focuses upon.

While there are many scanners on the market and a variety of software, this article reviews an inexpensive

ELM327 scanner run through an Android smartphone/tablet app. – Torque Pro. This OBD-II combination is capable of reporting on the car's operation, and is also available to use on the fun side. In the tale that unfolds in this paper, your reporters played follow-the-leader and suddenly found themselves leading a gaggle of BMWs on the BMWCCV's cruise to the Shepparton Motor Museum in March. In this tag team event, your reviewers took the wrong – and long – way to Shepparton. Nonetheless, we enjoyed the drive, lunch and camaraderie. Importantly, the cruise provided data to report on in this OBD-II review.

OBDII Hardware and software

OBD-II hardware and software as used by automotive service centres is expensive. However, the ELM327 bluetooth scanner and Ian Hawkins' Torque Pro Android app. reviewed here, together cost less than AUD25. We start by examining each before delving into the output and fun side. For this article, we examine the output from the logged data from the aforementioned cruise between Yea and the Shepparton Motor Museum. The images presented tell the tale.

ELM327

Arguably, all ELM327 hardware units come from China. The unit used in this review cost AUD19 on eBay. Despite the software on the accompanying CD-ROM being shown to hold viruses (according to McAfee VirusShield on a Win7 desktop), this unit has worked flawlessly for over six months. Not all such units do so, it seems – so choose carefully.

ELM327 units come in Bluetooth and USB cable variants for both Android devices and computers. The Bluetooth model featured in this review is shown in Image 1.

Image 1. ELM327 OBDII Auto Car v2.0 Bluetooth CAN-BUS Diagnostic Interface Scanner

There are smaller versions that users might be tempted to leave in the OBD port with the plastic cover in place. This is not a good idea, as the BMW electrical system does not shut down after 10 minutes if the OBD unit is left in the socket, and a flat battery will be the result.

Torque Pro for Android smartphones and tablets

The Android devices used in this review were Google's Nexus 4 smartphone and a Nexus 7 tablet both running Android 4.2.2, and both running the Torque Pro app. available on Google's Playstore for AUD4.95 (see the home screen in Image 2).



Image 1



On the day of the cruise, the tablet was the chosen device, mainly because of the 7" screen size, which made for better viewing and showing other club members.

Image 2. Torque Pro Engine Management Diagnostics and Tools: Main screen



This is one very clever and useful app. It is anticipated that most users will not get past the gauges shown in Image 3, and the configurable outputs shown in Image 4. Many more outputs are available, and the number of dashboards is also configurable.

Image 3. Torque Pro: Main gauges

We started out this way in that we wanted to know the normal operating temperature of our BMW e82 123d. It turns out that this is 86.0 Celcius. A convenient feature is that Torque Pro gives an audio message when the engine reaches this operating temperature.

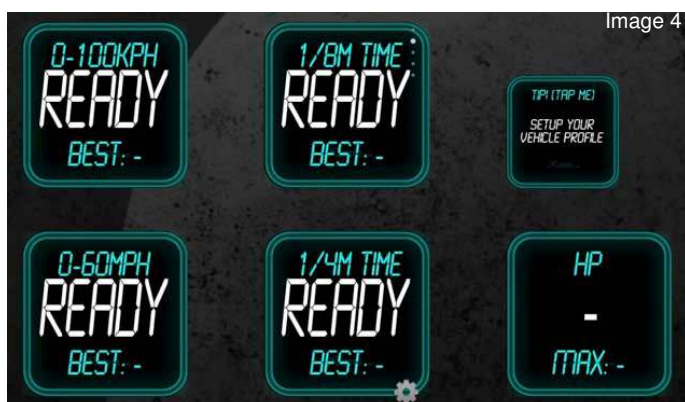


Image 4. Torque Pro: Sample on-screen output

There's even a RacingMeter add-on for those who do track work, showing which gear you are in and various gauges (see Image 5).

Image 5. Sample RacingMeter add-on Android app.

Data logging

It is the data logging feature that impresses us most. As it transpired, we went the long way from Yea to lunch at the Chocolate Stop Café at the Shepparton Motor Museum. Instead of being concerned with data logging, we should have entered the GPS co-ordinates of the Museum and followed Google's directions. Then, we would have taken the C366 to Euroa and then the C312 into the back of Shepparton Airport and the museum. Instead, we played follow the leader and went the long way around through Mansfield and Benalla on the B300 and A300 as Image 6 shows.



Image 6. Torque Pro data logger: Goulburn Valley Cruise / Drive Day 23 March 2014 – The wrong way (orange line)

The output in Image 6 is Torque Pro's output using Google Maps.

Users can share this information in a variety of ways including exporting it to email, Dropbox.com or Google Drive and more.

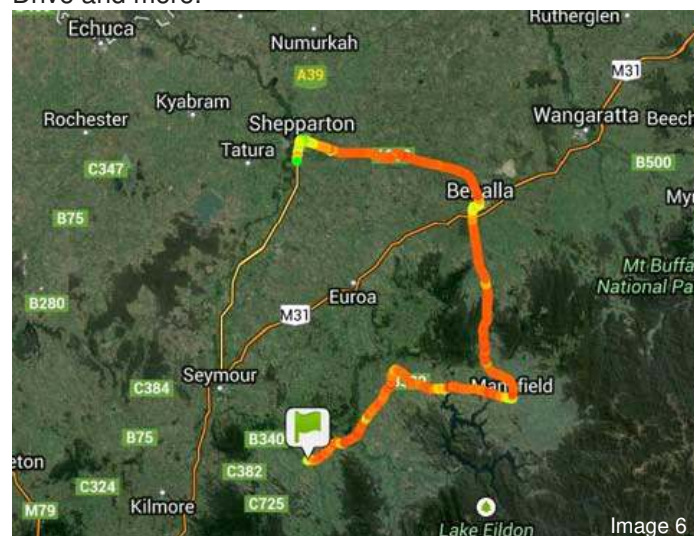


Image 7 shows an export of a .kml file which Google Earth reads and renders. The data can be presented in line or points format. In Image 7, we see points format used to graphically depict 10 minute GPS polls (user definable) and the vehicle speed. On the left of Image 7, we see the correct route along C366 winding its way through Gooram to Euroa and to the C312 and on to the back of Shepparton Airport and the museum destination.

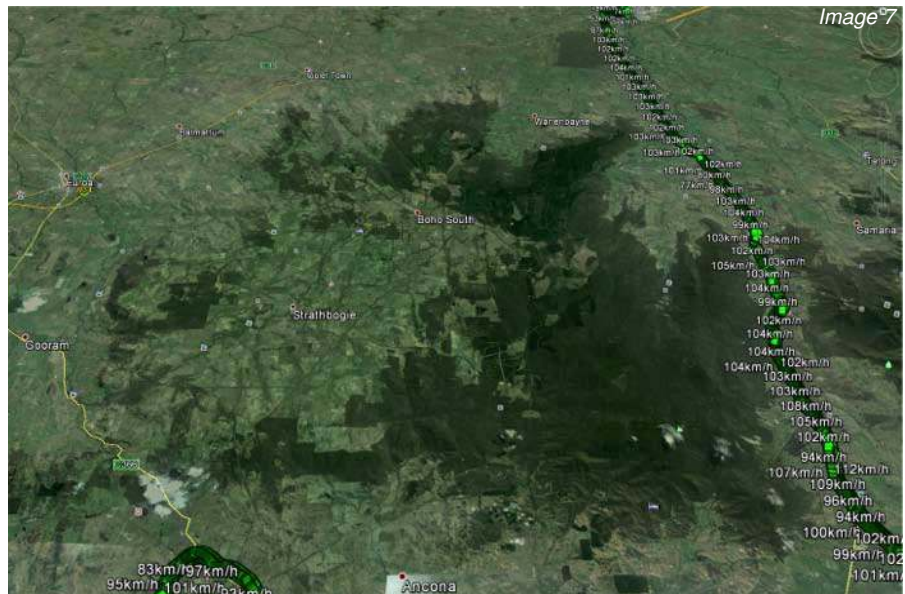


Image 7. Data logger output to Google Earth: Should have taken C366 then C312

Image 8 presents this data as rendered by Google Earth in close range, while Image 9 presents an extract of the data exported in .csv (comma separated values) format and shown as an Excel spreadsheet.

An interesting question arises as to whether this GPS speed data would be admissible in a court of law in defence of an accusation of speeding by the police. Torque Pro allows users to set up the vehicle profile and in that process define the wheel/tyre diameter and any correcting factor if non-OEM wheels are being used.

The e82 was in cruise control mode for most of this trip, so the variances in speed are due to going up hill and down dale.

Image 8. Data logger output to Google Earth: No officer we were NOT speeding

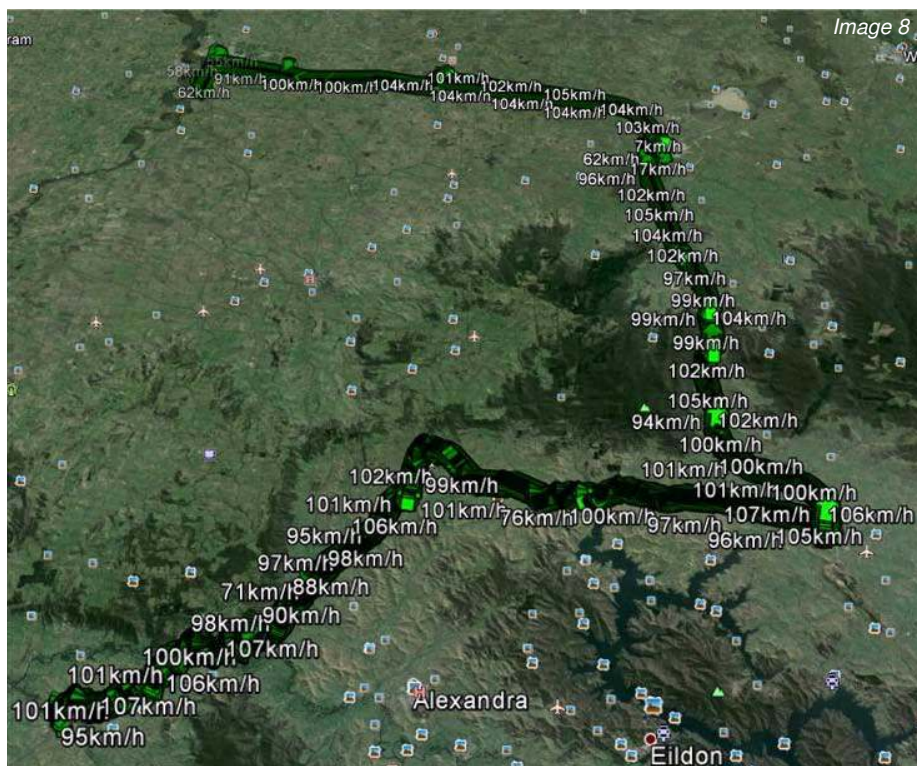
Concluding remarks

We live in an ever-changing digital world. There is no doubt in our minds that future use of OBD-II hardware and software will evolve to presenting the information on the fly through Google Wear software as newly released on the Moto 360 watch – the first of many such devices.

In the meantime, our smartphones and tablets enable us to use OBD-II to monitor our BMWs using the many PIDs made available by the standards and the manufacturer. Moreover, the information can be used for such serious purposes as checking emissions and trouble-shooting through to the

fun side presented in this article. Yes, there is a darker side given the reporting of a 1M being stolen in under three minutes using OBD-II scanning tools. That stated, the positive uses as reported in this article would seem to outweigh the security side.

The next BMW Cruises will be even more fun as more of us resort to OBD-II technology to share our experiences.



Despite the plethora of digital technology available, we are also going to take a hard copy map of Victoria as backup.

For more on OBD-II, see Antuan Goodwin, 'What is OBD-II?' c/net Australia, available at cnet.com.au/what-is-obd-ii-339302529.htm, accessed March 2014.

For more on OBD-II codes see obd-codes.com/ accessed March 2014; Image source: ebay.com.au/itm/ELM327-v2-0-Bluetooth-OBD2-OBDII-Interface-Diagnostic-Scanner-Car-Tool-/121294693434?pt=AU_Car_Parts_Accessories&hash=item1c3dba243a&uhb=1; See the YouTube video where this claim is made: [youtube.com/watch?v=YLHo-GYG25Q](https://www.youtube.com/watch?v=YLHo-GYG25Q), accessed March 2014.

Product/Service Information

TOPIC: What is Condition Based Servicing (CBS)?

BMW has introduced a new way to monitor and indicate when a service will be due on your BMW or Mini. It's called, **Condition Based Servicing** or commonly referred to as **CBS**. Fixed service intervals are now a thing of the past!

HOW IT WORKS

CBS is the maintenance system BMW created to manage regular service intervals and maintenance items. Service intervals and maintenance items are no longer services solely based on mileage or time, but now a combination of items. CBS utilises sensors, vehicle driving conditions, and time to determine the service intervals.

The CBS on-board computer permanently monitors oil levels and the degree of wear and tear on individual components, in other words, the car knows exactly how often, how long and how hard you drive and makes a determination as to when your vehicle needs servicing and maintenance.

YOU CAN NOW CHECK IT YOURSELF

Data can now be checked at a glance on your Info Display. When a particular item, like an oil change or brakes are due, it will automatically give you four weeks' notice. The display in the dash gives you precise information on which component needs doing. You can now plan your service appointments well in advance and avoid any unnecessary maintenance work.

WHAT DOES CBS CHECK?

The maintenance items which the CBS computer monitors and displays are:

Engine oil, Vehicle check, Brakefluid, Microfilter, Spark plugs, Air filters and the **front & rear Brake pads**.

You can actually access these items yourself and view the remaining time / mileage by accessing your iDrive display in the dash or in some earlier models by activating a switch on the indicator stalk.

BM TECH HAS A KEY READER TO ACCESS THE INFORMATION

The CBS service information is also conveniently stored electronically in your remote car key. When you bring your vehicle in for service, we can insert your car key into our Key Reader to read all the CBS data to determine which service or maintenance item is required.



WHAT IS THE KEY READER?

Reading the service-relevant vehicle data saved on the ignition key, the Key Reader enables your BMW Service Centre to immediately access all relevant information accurately and effortlessly, and because the need for manual data entry is eliminated, your BMW Service Centre has more time to focus on your individual requirements.

BM Tech Group

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AN EVENING WITH ALPINA



I RECEIVED an email from the MD at Doncaster BMW, Ingo Reisch, asking me if I could assist in finding him some “genuine” ALPINA cars for a very important event he had planned ... a visit by an important person from ALPINA. It didn’t take much to work out that that person would have to be Mr Andreas Bovensiepen, son of the founder of the prestigious after-market BMW builder, and Ingo soon agreed! I did everything I could to find the cars Ingo wanted, but unfortunately wasn’t able to assist.

Let me explain...

ALPINA is to BMW what Brock was to Holden. BMW provides build-line assistance to ALPINA by accepting ALPINA parts into its system and actually building its cars for them using the provided dedicated parts. These range from those gorgeous “cotton reel” wheels to the distinctive green and blue trim stitching (which is parallel stitched, unlike the cross stitching used by BMW) and exterior paint colours used exclusively by ALPINA.

Why couldn’t I provide Ingo with “genuine” ALPINAS? In a word, there aren’t any here!

ALPINA has been building bespoke cars since the late sixties at its plant in Buchloe, a Bavarian town about 60 kms west of Munich. ALPINA licensed two companies in the UK to build and market its cars using supplied parts that were fitted to “existing” BMWs. A company based in Sydney converted a number of BMWs to ALPINA specification, but are they “real” ALPINAS? That’s an argument I am not going to get into, but, the UK and Sydney cars are the only right hand drive ALPINAS available as it wasn’t until the mid-90s that ALPINA started producing its own right hand drive versions and we are not aware of any of those cars coming to Australia, let alone Melbourne, and certainly not in the Club. We do know of a

few “genuine” ALPINA cars, two in Western Australia, for example ... a lovely white E28 B10 and a fearsome blue V8-powered E36 B9. I also know of an exquisite green E24 B7S in New Zealand, but of course getting them to Melbourne wasn’t an option.

But back to the beginning ...

Burkhardt Bovensiepen’s family had traditionally built typewriters using a name coined by the family grandmother ... “ALPINA” ... because the family home was in the foothills of the Alps and they didn’t think that Bovensiepen was a very friendly commercial name. Burkhardt bought himself a new BMW 1500 in the Neue-klass range in the late sixties but wasn’t terribly impressed by its performance, so he set about improving it. He improved its breathing by modifying the carburetor and induction system, and improving the exhaust manifold. The improvement in performance was quite something so Burkhardt started using the car in hill climbs, a very popular sport in Germany at that time. His competitors saw how quickly he had the 1500 going so started asking for the same modifications which, of course, Burkhardt was happy to provide. Well, almost. He continued to improve his car while selling kits to his competitors, but always one step behind what he was doing to his own car. The family typewriter business was now firmly entrenched in the performance car business.

A development and build factory was established at Buchloe and ALPINA prospered by developing BMW cars to very exciting and high standards. BMW AG approached ALPINA in the early seventies and asked for their assistance in running the 3.0 E9 CSL racing cars that were competing in the European Touring Car Championship, driven by such luminaries as Niki Lauda, Hans Stuck and Chris Amon, among

others. The accepted challenge resulted in a white wash of the next four seasons with the now-3.5 litre CSLs cleaning up until the advent of some very quick Ford Escorts. ALPINA had well and truly arrived. In recent times, ALPINA has re-entered motorsport with its awesome 6-Series based cars and as expected, is doing very nicely, thank you!

Development and production continued at Buchloe as new BMW models were introduced and always with the total support of BMW who were more than happy to associate themselves with the Company, an association which survives and thrives to this day. ALPINA builds about 1200 cars each year to the highest standards of finish and performance and employs 160 people at Buchloe, all of whom go home early on Friday because that is the Company's tradition!

ALPINA also operates an exclusive wine investment business, buying vintages from all over Europe and selling them into the market when the time, and price, is right. ALPINA is a big player in top shelf wines with over one million bottles currently warehoused. I can think of few better combinations in business... beautiful cars and fine wines!

So what brought Andreas Bovensiepen to Australia? The Company is always looking at new markets and when Ingo and some of his staff visited Buchloe earlier this year, a seed was sown. Andreas is responsible for global marketing, and as Australia was not an established ALPINA market, why not investigate it further? Ingo invited Andreas to visit and the lovely dinner Evelyn and I were invited to was the result. Andreas is a charming and very learned man who speaks very easily about ALPINA'S history and aspirations. Yes, he is in Australia to test the market. No, we have not made any decisions, yet. Yes,

it is possible that Doncaster BMW may become our Australian distributor, we'll have to wait and see. Yes, we are here to assess whether we should enter Australian motorsport with, perhaps, an entry in the Bathurst 12-hour race with our 6-Series racing cars, we'll have to see what happens.

I've known Ingo a long time and if ever anyone was jumping out of his skin to secure this arrangement, I've yet to see it!

Personally, an ALPINA is not on my list, they will not be cheap and neither should they be. They will fit very nicely in the BMW range as a very desirable and viable alternative, or progression, from the traditional M cars. They will fit a different market position ... they are all automatic and very luxuriously finished and will almost certainly be priced in line with BMW's M cars. They are huge performers with the development that ALPINA builds into them and their aesthetic improvements are second to none, they just look so "right". If ever blue and green went together well, this is it.

Evelyn and I were indeed honoured to be invited to meet Andreas, a totally charming man, and to hear first hand where ALPINA has come from and importantly, where it is going.

We are grateful to the team at Doncaster BMW for their invitation, which proves once again what an asset the dealership is to our Club. It was nice, too, to see Chris Hope, a former Doncaster manager who is now back in the family fold as a sales specialist at Rolls-Royce Australia.

Thank you Ingo, I did try to find those cars for you!

- Stewart Garmey



EVERYTHING E12



(BMW 1972 to 1981)

*Dedicated to those lost e12s and hardcore fans
A collection of historical information*

The very first body shape of the series BMW E12 with its handsome wedge incantation have virtually disappeared from our minds and our streets. A FEW of them found new homes at an automobile collector's house or a BMW friend or rusted in someone's paddock/backyard.

The styling of the E-12 was done by French stylist Paul Bracq. He had joined BMW after leaving Mercedes. For the E-12, he drew inspiration from the 1970 Bertone designed coupe styling exercise called Garmisch that was based on the 2002.

The E12 was purpose built to compete with Mercedes' W114 model, which was effectively an E-Class equivalent. Like the Benz, it was offered with a huge breadth of engines. You could have the options of 1.8 or 2 Lt 4cyl or 2/2.5/2.8/3/3.5 litre 6cyl.



1975 series 1 E12 528



Looks Mercedes-ish in the back end

The BMW E12 5-Series was made between 1972 and 1981. The E12 was the first series to bear the 5 Series name: the '5' denoting BMW's fifth 'New Class' platform. Designed as a replacement for the popular new class mid-size sedan, the E12 5-Series models were smaller than the large E3 sedan but larger than the two-door 2002 models.

Top Marque 24

The E12 was replaced by the BMW E28 Series in 1981, although production continued until 1984 in South Africa.

Bertone

The 1970 BMW 2200ti Garmisch show car designed by the Bertone Design Centre led by Marcello Gandini set the style for the E12 5-series.

Designed to compete with the Mercedes-Benz W114 sedans, the E12 models were fitted with a variety of engines. 1.8 L and 2.0 L M10 I4 engines from the older Neue Klasse sedans were used in the 518 and 520, respectively. A six-cylinder version of the 520, built with a 2.0 L M20 belt-driven engine was also available from 1977 on (to coincide with the minor restyling).

The 525i, 528i, 530i, and M535i, were fitted with M30 six-cylinder engines as used on the large E3 sedans and E9 coupes. With the exception of the 520i, four-cylinder and 2.0 L six-cylinder engines were fitted with Solex carburetors (although in the UK the four-cylinder 520 was fitted with twin Stromberg 175CDET carburetors).

The 520i used the mechanical fuel injection system (Kugelfischer) from the BMW 2000tii and BMW 2002tii. Six-cylinder versions were available with dual Zenith two-barrel carburetors or Bosch L-jetronic fuel injection. Fuel-injected models contain the i letter at the end of their model badge. Although BMW had always located turn signal stalks on the right hand side of its steering wheels, the E12 was their first model to have the stalk on the left side.



1970 2200ti Garmisch show car



Interior in wood, chrome, leatherette

Series 2

With the introduction of the E23 large sedan in 1977, the E12 received a minor restyling. The rear-mounted gasoline filler door was relocated to the side of the car and the taillights were widened.

The hood, originally designed to clear the large air filter assembly for cars fitted with dual Zenith carburetors, was redesigned to give a 'power bulge', and the dashboard ventilation was repositioned to improve air flow.



Longer tail lights series 2

Motorsport

Several low-production versions of the E12 were built. Beginning in 1974 the Motorsport 530 or 530i "upgrades" were available strictly on special order for the 525/528 fitted with either the 3-liter 180 PS DIN engine from the BMW 3.0S or the fuel-injected 200 PS DIN engine from the 3.0Si.

Other modifications were a rear axle ratio of 3.45:1 (3.25:1 for the 530i), a 25% LSD, vented disc brakes, Bilstein shocks, Scheel or Recaro sports seats, a sports steering wheel, light alloy wheels on lower profile tyres plus optional (often omitted) front-rear air-dams/spoilers. Later, the similar Motorsport 533i and 535i packages were available for the 528i but featuring the 3.2L and 3.5L engines from the 633CSi and 635CSi.

Finally the readily available "official" Motorsport version M535i, featuring a 3.5L engine with special styling such as Motorsport front and rear spoilers, Recaro-brand sport seats, a close-ratio transmission and limited-slip differential, larger brakes, and other styling cues such as Motorsport striping down the sides of the car and on the front air-dam plus the BMW M1 steering wheel was available between 1980 and 1981 with 1410 cars produced. In South Africa, the 530 MLE was produced as a light-weight homologation special for racing (218 made in total). These Motorsport E12's are often considered the first production models that the BMW Motorsport division ever produced.



E12 garnished with chrome trim

Due to high import duties in South Africa, BMW sent E12 cars as (CKD) kits to be assembled in South Africa for its own market. An E12/8 was built in the South Africa market just as the new E28 body replaced the E12 elsewhere. The E12/8 was essentially an E12 body fitted with the E28 suspension, electronics and interior.

Specialness for Australia

In the middle of 1973 the first BMW 520 came to Australia's car dealers. The BMW 520i followed one year later in 1974 and shortly after that the complete 5 Series range was available. 1975 to 1976 an upscale 528 carburettor model was available. After the release of new pollution laws (ADR) the range was reduced to the fuel injection models only: BMW 520i and BMW 528i. From 1977 to 1982 the BMW 528i was offered only. The car got an exhaust gas circulation system. Caused by this the output of the engine was reduced from 184 HP to 177 HP. With a short delay the BMW E28 528i was introduced in 1982.

In Australia BMW imported the 528i, and marketed it as a sporty sedan, rather than as a sports car - a subtle distinction maybe, but it did provide an accurate description of what the car offered by way of performance and handling. Of course the 528i's injected 2788cc six cylinder SOHC engine was never a sluggard, but its performance allied to some fine suspension tuning transformed the machine fully into the same sports car class as the smaller 323i. But the 2.8 was considerably faster in a straight line, performing with uncanny smoothness and with just enough of the soft, raucous engine noise percolating through the cabin to make the true driving nut feel happy.

When it came to handling however, whether on gravel or bitumen, it remained a challenge to find the true limits of adhesion. Early iterations of the E12 5 Series, built from 1972 to mid-1979, were prone to pick up an inside wheel on the limit, but BMW Australia spent some time fine-tuning the suspension, so that by the late 1970s the rear end would no longer make violent moves in mid-corner, which in turn would bring about attitude changes which made high demands on the driver. These later versions were

A banner for Northern BMW. On the left is a large, stylized white 'M' logo on a dark background. To the right of the logo, the text 'WANT TO PUT YOUR BMW ON TRACK?' is written in white, bold, uppercase letters. Below this text, the Northern BMW logo is shown, featuring a checkered flag and the text 'NORTHERN BMW'. At the bottom right, the text 'MELBOURNE'S TOP BMW SPECIALIST' is written in white, uppercase letters. At the bottom left, the text 'Visit us online at www.northernbm.com.au' is written in white, lowercase letters.

superbly balanced, and even entering corners at seemingly suicidal speeds revealed nothing that could be called dramatic in the car's reaction. Most would find it hard to find the ultimate limits of the car's road holding, only getting some intimation by provoking the thing unmercifully.



Shark nose synonymous with 70s design

At the time, and maybe it is still true today, there was a perception by some that cars imported into Australia by many companies were "cast offs" from their home markets, seeing out their production lives in less important global markets. But with the dreaded ADR compliance requirements, manufacturers were forced to ensure their cars were fully up to the task, or they faced the prospect of having some expensive sheet metal gather dust at the dealership.

At the time, it was true that the localisation of the Holden Commodore/Ford Falcon range established the feeling that Australia's requirements were unique. But good as both were, neither came within a bull's roar of even the original BMW 528i. Nevertheless, the company's Australian engineers went to work on the suspension setup, modifying roll bars, shockers and springs in order to produce the definitive set-up. The result was a car which, according to BMW, was 30% improved over its European counterpart in the suspension area.

A 2.5mm increase in shock absorber diameter, together with revised valving increased firmness by 15%. The front sway bar, at 24mm, was a millimetre greater in diameter, while 2 millimetres were added to the rear sway bar upping it to 18mm.

This produced a 20% improvement in roll stiffness, and yet, oddly enough, rides at low speed and high speed was still perfectly acceptable.

Some owners claimed it was a little firm, but the heavy road shocks were very well damped. In addition to the improvements in dynamics, BMW Australia made a few of the items which were previously optional, standard within the specification of the 3 speed auto model. There was a pneumatically controlled central locking system, complete with a mercury override safety switch. The then latest KP 2000 stereo system, with Blaupunkt speakers was standard. Add to these power steering, integrated air-conditioning and electrically operated remote control external rear view mirrors on either side, and it was obvious that the 1979 528i was something special.

Two models were available. Basic (if that was the right word) came with a manual transmission and was priced

at A\$25,560. The very comprehensively equipped auto cost A\$27,395. That was a considerable amount of money back then – but these cars were built to last, and would retain high resale value too. By 1980 there were just under 12,000 registered BMWs on Australia's roads. Although there were a few private imports, the vast majority of these cars had been brought since 1966 when BMW began importing them here.

3250 of these were 528i models. While BMW could never hope to match Holden and Ford for countrywide dealership distribution, there were nevertheless 60 dealerships in Australia, thus assuring owners of the service they demanded. Spares to the value of \$3 million were available in 1980, underlining the fact that BMW took its Australian operations seriously.

BMW's growth in Australia during this time was lead by Managing Director Ron Meatcham, who believed the maker had the potential to sell up to 16,000 cars each year. But, back then, there were import quota restrictions, import duties and taxes.

In 1979 a miracle happened: the first M5 was built for Europe. The M5 had a six cylinder engine with 218 hp and a top speed of 225 kmh/140 mph.

On the Belgian and Greek markets, there was a BMW 518 "deluxe" version. Only one thousand of these cars have been sold in 1979-1980. It was a BMW 518 equipped as the 528i top model plus other luxury items such as headrests on the back seats. It was rumored that this special version was produced for the Iranian government, as a car for top officials under the shah's rule. Due to the Iranian revolution these cars were never delivered. Instead, they have been sold as a special version in Belgium and Greece.

The Portuguese market also received nearly 700 CKD units due to the local regulations that demanded a certain amount of vehicles sold in Portugal to be locally assembled.

For the Swedish market not the complete BMW 5 range was offered. For Series 1 the models BMW 518, BMW 520 and BMW 520i plus BMW 525 were offered except the BMW 528.

The range of Series 2 was reduced to three models: BMW 518i, BMW 520i and BMW 528i. The characteristic for the Swedish market was a BMW 518i and a BMW 520i, which had the same 2 litre engine, but the BMW 518i had basic features. The BMW 520i had more features such as, chromed wheel rings and a lockable fuel cap. It was also fitted with head restraints in the rear, an armrest in the middle of the rear bench, steering wheel height adjustment, and seat height adjustment for the driver's seat, a wooden shifter knob, rear heater and the trunk was covered with grey plastic.

THE UGLY AMERICAN

The American market E12 differed in several ways from the original German market versions. American-

market E12s in the later years were generally sold as 'upscale' models and as such they were fitted with power windows, wood trim, and usually leather interiors and air conditioning as standard. The E12 5-series used a Behr air conditioner that was notorious for being too weak for American temperatures.

A well-known legend is that, in an attempt to convince BMW that a better air conditioner was needed, two BMW engineers were treated to a long trip to Texas in the rear seat of a black BMW 530i with the power windows disabled. BMW chose to sell only fuel-injected six-cylinder versions of the E12 in the American market: the 530i and later the 528i.



How to make a gem UGLY

The American market imposed several restrictions such as bumper regulations, sealed-beam headlights, and emissions requirements. As such, American-market E12s were fitted with lower compression pistons, special larger bumpers designed to withstand a 5 mph (8.0 km/h) collision with no body damage, and fender-mounted front turn signals. Emissions meant such as EGR (Exhaust Gas Recirculation) and an air pump were used on the 530i, along with modified exhaust manifolds called Thermal

Reactors. The latter caused several engine problems including burned exhaust valves and overheating, often resulting in warped or cracked cylinder heads.

A separate defect in the 530i cylinder head design prompted a lawsuit against BMW. As a result, in 1980 BMW offered replacement cylinder heads for owners whose cylinder heads had cracked, even if the warranty on the car had expired.

In 1979 the 528i replaced the 530i. The new model featured several improvements for the American market: the Thermal Reactor and air pump system were replaced with a 3-way catalytic converter and the car's Bosch L-jetronic fuel injection system was now fitted with an Exhaust Gas Oxygen sensor. For the 1980 model year, a 5-speed manual transmission replaced the previous 4-speed.

528 twin carburetors/injection

From 1975 to 1977, BMW produced a 528 Sedan with twin carburetors for the European market. In August 1977, the fuel injected 528i was introduced with 176 hp and a Bosch L-Jetronic induction system. In 1978 the 528i was exported to the USA with a 3-way catalytic converter and a Bosch Lambda sensor to insure that all emissions standards were met.

By James M Heaney



Engine Deals

Model	Engine code	Power	Torque	Years
518	M10 (M118)	90 hp (67 kW) @5500	142 N·m (105 lb·ft) @3500	1974–1981
520	M10 (M17)	115 hp (86 kW) @5800	162 N·m (119 lb·ft) @3700	1972–1977
520i	M10 (M64)	125 hp (93 kW) @5800	177 N·m (131 lb·ft) @4500	1972–1975
		125 hp (93 kW) @5700	171 N·m (126 lb·ft) @4350	1975–1977
520/6	M20B20	90 kW (120 hp) @6000	160 N·m (120 lb·ft) @4000	1977–1981
525	M30B25	107 kW (143 hp) @6000	211 N·m (156 lb·ft) @4000	1973–1976
		110 kW (150 hp) @6000	211 N·m (156 lb·ft) @4000	1976–1981
528	M30B28	125 kW (168 hp) @5800	253 N·m (187 lbf·ft) @4000	1975-1976
		130 kW (170 hp) @5800	253 N·m (187 lb·ft) @4000	1976–1978
528i	M30B28	129 kW (173 hp) @5800	235 N·m (173 lbf·ft) @4300	1977–1978 (USA only)
		126 kW (169 hp) @5600	230 N·m (170 lbf·ft) @4500	1979–1981 USA only
		135 kW (181 hp) @5800	235 N·m (173 lbf·ft) @4200	1978–1981
530	M30B30	130 kW (170 hp) @5800	250 N·m (180 lb·ft) @3500	1975-1978 South Africa only
530i		131 kW (176 hp) @5500	251 N·m (185 lb·ft) @4500	1975-1978 USA only
530 MLE		147 kW (197 hp) @5800	251 N·m (185 lb·ft) @3500	1976 South Africa only
533i	M30B32	147 kW (197 hp) @5500	290 N·m (210 lb·ft) @4250	1979
M535i	M30B34	160 kW (210 hp) @5200	310 N·m (230 lb·ft) @4000	1979-1981

Models

1975 E12 528 carbie Sienabraun metallic by James Heaney

Links/References

www.e12.de

classicandvintagebmw.tumblr.com/articles

&

1981 E12 528i Topaz brown metallic by Scott Rawling

[First Fives .org](http://FirstFives.org)

[Modern Motor Mag 1975](http://ModernMotorMag.com)

BMW DRIVERS CUP

Competitor (E30)	Car #	Round						Dropped Points	Cumulative Totals	Current Position
		1	2	3	4	5	6			
Alan Saint	25	1	1						50	1
Sean Bell	28	1	3						45	2
Geoff Bowles	24	3	6						35	3
David Levy	77	4	8						31	4
Brian Bourke	27	7	5						30	5
Anthony D'Anna	45	9	2						29	6
Gary Pearce	50	5	9						28	7
Michael Stillwell	6	6	10						26	8
Graeme Bell	31		4						18	9
Mark Gorgovski	87		7						14	10
Jim West	55	8	0						13	11

Competitor (Audi 8's)	Car #	Round						Dropped Points	Cumulative Totals	Current Position
		1	2	3	4	5	6			
Adrian Taranto	38	1	1						50	1
Wayne Dekker	2	2	2						44	2
Simon O'Keefe	71	0	3						20	3

BMWCCV CLUBSPORT CHAMPIONSHIP 2014

Overall Results

Overall Rank	Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total
1	Brian Bourke	BMW E30	10						10
1	David Mackrell	BMW 325i	10						10
1	Russell Shepherd	BMW 318ti	10						10
4	Paul Kertes	BMW E30 325i	9						9
4	Brian Cooper	BMW E36 325i	9						9
4	Keiran Glass	BMW 318is	9						9
4	Kenneth Yeo	BMW 135i	9						9
8	Tom Binks	BMW E30 325i	8						8
8	Stuart Fisher	BMW E30 325i	8						8
8	Timothy Lee	BMW 1M	8						8
8	David Lumb	BMW E30	8						8
8	Rodney Smith	BMW 320i	8						8
8	James Waldie	BMW 130i	8						8
14	Jessica Bell	BMW E30	7						7
15	Daniel Doria	Holden SSV							0
15	John Doria	Holden SSV							0
15	David James	Porsche 911							0

Class Results

BMW Standard Under 2.0 Litre							Class A		
Class Rank	Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total

BMW Modified Under 2.0 Litre							Class B		
Class Rank	Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total
1	Russell Shepherd	318ti	10						10
2	Kieren Glass	318is	9						9
3	Rodney Smith	320i	8						8

BMW Standard 2.0 to 3.0 Litre							Class C		
Class Rank	Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total
1	Stuart Fisher	325i	8						8

BMW Modified 2.0 - 3.0 Litre							Class D		
Class Rank	Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total
1	David Mackrell	325i	10						10
2	Brian Cooper	325i	9						9
3	Tom Binks	325i	8						8

BMW Standard Over 3.0 Litre							Class E		
Class Rank	Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total
1	Ken Yeo	135i	9						9
2	James Waldie	130i	8						8

BMW Modified Over 3.0 Litre							Class F		
Class Rank	Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total

BMW Standard M							Class G		
Class Rank	Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total
1	Tim Lee	1M	8						8

BMW Modified M							Class H		
Class Rank	Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total

BMW Racing Class Under 3 Litre							Class I		
Class Rank	Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total
1	Brian Bourke	E30R	10						10
2	Paul Kertes	E30R	9						9
3	David Lumb	E30R	8						8
4	Jessica Bell	E30R	7						7

BMW Racing M & Over 3 Litre Racing/ Forced Induction							Class J		
Class Rank	Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total

BMBMW Ladies Class							Class K		
Class Rank	Name	Car	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total
1	Jessica Bell	E30R	7						7

WELCOME ALL NEW MEMBERS

Andrew Thwaites	2002	1973	Roger & Pamela Curtis-Harding	735il	1990
	2002	1968	Karen & Ken Butcher		
Bob & Pam Convey	Z3	1998	Jason Riley	M135i	2013
John Eacott	X3	2012	Johann Tay	M135i	2013
Gerhard & Karla Benz	2002	1974	Jason Tanamas Sugianto	318is E30	1990
Mark Sutterby	Cadillac	1965		M3 E92	2007
Graeme Duncan	E30	1989		328ci E46	2000
Lindsay Hitchcock	Z3	2002	Annie Jiang	530d GT	2012
Oliver Stoney	E30 318i	1989	Mark Sommers	323i	2002
Andrew "Endi" Ligdopoulos	M3	2013	Trevor Dance	323	1983
Graeme & Deborah Ny	E93	2008	Ryan Bradley	330ci E46	2001
Barry Naylor	325is	1989		E30	1991
Nicholas Christopoulos			Dejai Scott	E47 M3	2003
Ross Garner	E36	1998	Albert Asaturov	318i E30	1990
Tim Mai	528i E28	1982		E46 325ci	2001
David Rees	325is	1989			
Dean and Kim McFitterick	Chrysler	1974	Gary King	525E	1986
David James	3.0 csl	1972	Heath Lardner	850i	1991
Bruce Horsburgh	535	1986	Denis & Julie Mills	X3	2012
Amit Gupta	335i	2009		125i	2011
Denham Brook	335i coupe	2006	Ewen &		
Paul & Liza Weatherall	M5	2012	Elizabeth McConchie	Mini cooper R56	2007
	335i roadster	2008		Z4M coupe E86	2007
	Z4M	2007	Nick Condos		
Denis Oluic	E30	1988	Grant Adams	E90 325i	2009
	E30	1984		E38 740il	2000
Alexander Attard	318i	1991	Zhe Zhang	318is	1990
Antonious El Badawi	Merc 1705	1951	Tom Binks	E30 track car	1985
Christopher Hribek	E30	1989	Mark Cunningham &		
Philip & Hugh Martin			Lauree Brewster	E46	2002
Natalia & Phillip Ruf	VG Valiant	1970		E30	1991
CM Valiant	1980			X3	2009
Anshu & Rakhi Gupta	750ci	2007	Vaness Adam	435 1M	2014
Brad Blunt			Graeme Hart	735il	1997
Robert Fatovic	528i	1980	Hans John &		
Sigy Minkevicius	M3	2011	Joshua John Bossing	E30 325is	1989
Ruth Terrell	318i	2001		E30 325i	1990
Greg Adshead	M3 E46	2001		E30 318is	1990
Admir Bogucanin	M3 E92	2011	Simon de Lisle	325i	1989
Peter Fitzgerald	323s E21 Baur	1983	Alex Campbell &		
Peter & Dianne Jorgensen	E30 Alpina	1988	Bayles Abercrombie	E34 535i	1991
Guy Allen	633csi	1977		E24 633 csi	1979
Kasun Seneviratne	325i	1988	Jeff Dimand	125i conv.	2008
Sean Mould	E12 M525l	1980	Andrew Pandeli	323i	1985

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