



THE GRILLE

The official magazine of the BMW Drivers Club of South Australia

ISSUE 1 | 2023



A DAY ON THE GREEN

2002 REBORN

50 JAHRE BMW

THE AND M3 M4



THE ORIGINAL THRILL



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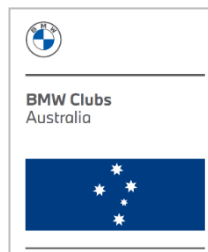
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To bring together BMW owners, drivers, and enthusiasts for social, technical and motorsport activities at all levels of participation. Hosting a large range of events, with access to the Conditional Historic Registration scheme.

Our strong focus on providing value for all members through social gatherings, show of elegance, technical nights, motorsport, and conditional registration makes our community strong.

The innovation and commitment to driver engagement in each new model, is what excites us the most.

Our participation in club motorsport and a large focus on club registration has revitalised our membership base and grown our numbers. This has in turn allowed us to undertake larger events and deliver more value to our members.

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'50 JAHRE BMW'. Full article on page 17



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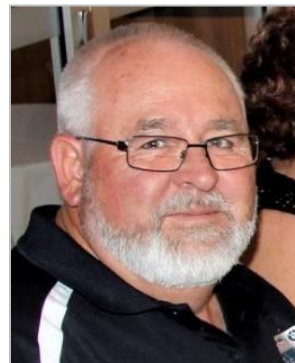
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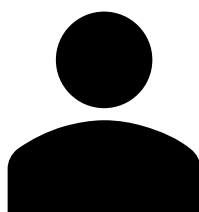
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FROM THE EDITOR

Welcome to the new edition of the Grille, the magazine of the BMW Drivers Club of South Australia.

After a hiatus, the magazine is back for you to enjoy. I again take up the reins as the magazine editor, albeit in a limited role.

If you have some editing/publishing experience and would like to contribute or assist, please drop me a line.

It is planned to publish another edition of 'The Grille' by July this year and with the next issue well underway, the deadline for submissions you might have, being 25th June.

Let us have your feedback and ideas on any future articles by contacting editor@bmwdcsa.org.au.



Wayne WILLIAMSON
MAGAZINE EDITOR

CLUB PRESIDENT UPDATE

Greetings members. Where did the last year go to?

Many thanks to all those involved in getting this edition of our Club magazine out – it is only as a result of a lot of hard-working people volunteering in the background that it happens.

I am pleased to report that with continuing strong membership growth, stable financials, and a transfusion of new committee members, we are finally getting to address all of the things important to you as members.

For my part, in addition to the Club Presidents role, I was elected to the executive of BMW Clubs Australia recently as Vice-Chair Cars. Having observed very slow progress on all things CA in recent years, I felt the need to get involved. This brings with it additional responsibilities which will, in due course, bring benefit to not only BMWDCSA, but to the other fifteen, member affiliate Clubs.

Thankfully, I have a very supportive committee who have all committed to assisting me in all of this.

In this edition you can read about two of our most successful events, the 50 Years of M Celebration night and the Annual Picnic Show and Shine. It was rewarding to see so many members come and join us for these two events and everyone that came along had a great time. If you missed out or were unable to attend, make sure you keep an eye on the events calendar for what coming up this year.

With our new Events Manager Michael Keen now well and truly in the chair, the events calendar is starting to fill up and I know this was an area of concern for many of you, so hopefully we will see you all at an upcoming event soon.

As always, if you have any suggestions or concerns over Club activities, please let me know and I'll be happy to address anything you bring up – just email me at president@bmwdcsa.org.au.

In the meantime – let's get out together and enjoy the sheer driving pleasure and the ownership experience that our club is all about.

SECRETARY & MEMBERSHIP UPDATE

On the Club Secretary front, lots of back-office work continuing on a daily basis, with the most significant change being to the **update of the Club Rules** (or as they used to be call, the Constitution).

Following the agreed changes which were voted for at the last Club AGM, a revised version was submitted to Consumer & Business Services (SA Government), which after a bit of back and forth, saw them accepted by the commissioner.

The changes were, in essence, simply tidy ups to reflect how we actually operate, following a couple of years of the reality of how business operates at the Club.

Otherwise, back to addressing the growing pile of opportunities and improvements identified, all of which are & will be worked on progressively.

On the Memberships front, continued growth in numbers see us officially at **329 members** as we go to print. This is extremely gratifying as we see the Club being of relevance to BMW owners throughout South Australia.

Change to Membership Cards - as a commitment to “the environment” one change being undertaken, is the phasing out of issuing new membership cards each year – whereby new members will (of course) receive a card on joining, with current members now being issued with an undated card, for perpetual use both as your membership card and also as a name badge for use at Club events. Only lost or defaced cards will be replaced thereafter on request. An e-version of the card is available through your membership profile on the Club Member Management software portal (Wild Apricot). If you have any questions on any of this feel free to get in contact via secretary@bmwdcsa.org.au.

LIFE MEMBERS AWARD

Life Member awards are a recognition of service to the club by persons who have contributed to promoting and supporting the group.

The Club, this year presented **Graham and Julie Patterson** with this award for years of dedicated service.

Graham was until recently the club president and both he and Julie have more recently been strongly involved in organising the ‘Show & Shine’ judging at the Clubs Annual Picnic.

It was only fitting then that they received this award presented at the 2023 Annual picnic.



Julie & Graham Patterson being presented with the ‘Life Member Award’ by Club President, Craig Florance.

NEW MEMBERS

Member Name(s)	Build Year	Marque	Series	Model
Hassanein Al Bagdady	1984	BMW	E30	323i
Sam Ashmoore	1984	BMW	E28	528i
Maria Becroft	2021	BMW	G22	M4
Dylan Bilske	1996	BMW	E36	328i
Alexander Bucher	2016	BMW	F30	330i
Howard Button	1997	BMW	E39	528i
Jane Campbell	1990	BMW	E34	535i
Wayne Chaffey & Huey Yi Wang	2008	BMW	E70	X5
Yu Chen & Jingjing Hou	2018	BMW	F15	X5
Jassmin Chibi	2002	BMW	E92	335i
Scott Clark	2004	BMW	E46	325i
Peter Cowell	1997	BMW	E39	540i
Ally Cross	2002	BMW	E46	330Ci
Matt Cross & Zachary Grant-Cross	1997	BMW	E36	318ti
Jonty & Barry Davies	1990	BMW	E30	318i
Tim Davies	1994	BMW	E34	520i
Omar Dean	1984	BMW	E28	M528i
Ilario Deciccia	1995	BMW	E36	328iS
Nicholas Deckert	1982	BMW	E21	318i
James Donovan	1997	BMW	E36	318iS
Tony & Jane Doyle	1999	BMW	E36	M
Rob Ephgrave	1983	BMW	E30	323i
Chris Ferguson	1981	BMW	E24	635Csi
Shane Flaherty	1989	BMW	E30	325iS
Caroline Freedman	1988	BMW	E30	320i
Phil French	1995	BMW	E36	325i
Firas Ghazal	1991	BMW	E36	325i
Andrew Grace	1997	BMW	E36	Z3
Ian Gray	2007	BMW	E90	325i
Hanna Anton Haddad	1981	BMW	E21	323i



NEW MEMBERS

Member Name(s)	Build Year	Marque	Series	Model
Rami & Dina Haifawa	1995	BMW	E36	318iS
John Hanna & Jennifer Robinson-Cox	2008	BMW	E87	125i
Darren Hansberry	2001	BMW	E39	530S
Luke Harrald	1988	BMW	E30	320i
Mark & Rebecca Heyward	2009	BMW	E89	Z4
Scott Hoffman	1970	BMW	E10	2002
Phillip & Carice Holland	1997	BMW	E39	523i
Paul & Joanna Holmes	2015	BMW	F13	M6
Damien Horner	2014	BMW	F32	tba
Kathryn & Jason Isitt	1977	BMW	E31	840Ci
Ryan Kammermann	1978	BMW	E21	323i
Peter Kanck & Rosemary DeFazio	2014	BMW	F32	435i
John & Kate Kelly	2006	BMW	E60	530i
Gordon King	2017	BMW	F21	M140i
Tyson Koziol	1990	BMW	E30	318i
Christopher Lamanna	1997	BMW	E36	Z3
Ryan Langley	2007	BMW	E92	535i
Kurt Larsen	1995	BMW	E36	328i
Edward Layzell	2018	BMW	F20	M140i
Isaac Lin	2021	BMW	G01	X3
Reilly Marsh	2006	BMW	E63	M6
Gerry Mavrogiannis	1973	BMW	E10	2002
David Deed	1996	BMW	E38	740iL
Stefania McDeed	2002	BMW	E39	530i
John McTier	1982	BMW	E21	318i
Simon Mudie	1971	BMW	02	2002
Declan Muldoon	1985	BMW	E30	318i
Leigh Muster	1999	BMW	E39	M5
Derek Oliver	1996	BMW	E39	528i
Nicolas Page	1988	BMW	E34	535i



NEW MEMBERS

Member Name(s)	Build Year	Marque	Series	Model
Tim Polljonker	1986	BMW	E28	535i
Jamie Presser	1999	BMW	E36	318i
Ramzy Rabah	1988	BMW	E30	325is
John Reynolds	1977	BMW	E36	Z3
Margaret Rickard & Alan Stephen	2010	BMW	E90	330D
Andrew Rogers	1997	BMW	E36	318i
Karl Schiller	1987	BMW	E30	325i
Lochlan Scicluna	1995	BMW	E36	316i
Jack Sinko	1992	BMW	E34	525i
Konstantine Straschko	2016	BMW	F20	M135i
Dawid Szewczyk & Bozena Rowinska	1993	BMW	E31	840Ci
David Thornalley	2018	BMW	F39	X2
Dianne Thornalley	1997	BMW	E36	318i
Brenton Thorpe	2022	BMW	G80	M3
Stephen & Belinda Trigg	2016	BMW	F87	M2
Robert Waldron & Ingrid Scholten	2005	BMW	E90	330i
Allan Walters	2016	BMW	F52	230i
Zhixin (George) Wang	2002	BMW	E39	530i
Phillip Webb	1998	BMW	E36	Z3
Jordy Whelan	2014	BMW	F15	X5
Brenton White	1997	BMW	E36	Z3
Matthew Zacher	2022	BMW	F40	128Ti
Christian Ziehe	1992	BMW	E32	735i

A big welcome to you all and we look forward to seeing you at the many upcoming future events.

"The strength of the Club, is in its members, with their knowledge and ownership of a wide range of Classic to Modern BMW Cars"



MOTORSPORT UPDATE

Written by Michael Myllynen



The 2022 season was the first full season since COVID-19 disrupted motorsport events throughout the country and indeed, the world. Nineteen club members entered at least one of the 7 rounds which made up the 2022 season. In classic fashion, the championship was only decided in the last round between the father-daughter pairing of Paul and Emily Ray-Johnson, and Julie Pfennig.

Ultimately Paul and Emily were victorious, beating Julie with third placed being taken out by Mario Fiore. Rounds were a combination of Marque Sports Car Association of SA, (MSCASA) super sprints and Track Time Motorsport (TTM) regularity events at Mallala, and the Taillem Bend East and West circuit configurations.

CHAMPIONSHIP RESULTS

2022 CHAMPIONSHIP FINAL RESULTS

BMWDCSA Motorsport Cup Series 2022											
Pos	#	Driver	Car	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6	Rd 7	Total
1	18	Paul & Emily Ray-Johnson	MAZDA MX-5	30	25	29	22	29	29	27	191
2	921 / 21	Julie Pfennig	BMW E21 323i	25	23	25	27	27	22	21	170
3	980 / 13	Mario Fiore	BMW E46 330 Ci	26	28	30	29	25	27	-	165
4	788 / 88	Philip & Alex Martin	BMW E36 318ti	27	29	26	26	-	23	30	161
5	902 / 90	Zachary Grant-Cross	BMW E36 318ti	23	24	28	-	24	26	23	148
6	57	Craig Florance	BMW E30 325i	-	27	27	-	30	24	28	136
7	26	Michael Myllynen	BMW E30 323i	28	-	-	30	28	28	20	134
8	431	Andrew Rogers	Renault Megane	-	-	-	-	26	30	26	82
9	84	Tony Hixon	BMW E28 528i	-	-	-	28	-	25	25	78
10	940 / 5	Anthony Pascoe	BMW F82 M4	-	-	24	25	-	-	24	73
11	54	Mark Topliss	BMW E46 325i	-	-	-	21	23	21	-	65
12	66	Phillip Scadding	Toyota MR2	-	30	-	-	-	-	29	59
13	818 / 15	Cameron Langley	BMW E46 325i	29	-	-	24	-	-	-	53
14	24	Stephen Drury	Toyota Supra	-	26	-	-	-	-	-	26
15	154	Steven Campbell	BMW E36 325i	24	-	-	-	-	-	-	24
=	222	Marc Percat	Porsche 997	-	-	24	-	-	-	-	24
16	77	Andrew Baohm	Holden Monaro	-	-	-	23	-	-	-	23
17	978	Hamish McKendrick	BMW E30 325i	-	-	-	-	22	-	-	22
=	3	Graham Patterson	BMW E30 318i	-	-	-	-	-	-	22	22

The **2023 season** aims to replicate the success of last season, with the same events and number of rounds.

The first round was a MSCASA super sprint on 12 March at Mallala.

Andrew Rogers beat out strong competition from Craig Florence and Steven Campbell to win the round and take the early championship lead.

Round 2 will be conducted at Mallala on Sunday, **16 April**.

2023 Round 1 Results									
Pos	Car	Driver	Vehicle	H1	H2	H3	H4	Heat Points	Series Points
1	431	Andrew Rogers	Renault Megane	28	26	35	34	123	106
2	957	Craig Florence	BMW E30 325i	20	35	22	28	105	94
3	154	Steven Campbell	BMW E36 325i	35	25	19	25	104	85
4	988	Alexander Martin	BMW 318ti	23	17	25	21	86	76
5	902	Zachary Grant-Cross	Audi 80 Quattro	16	22	19	20	77	67
6	940	Anthony Pascoe	BMW M4	22	DNS	DNS	DNS	22	58



Michael Myllynen's E30

So who is the Club Motorsport Co-ordinator?

Profile:

Michael Myllynen is the current BMWDCSA Motorsport Co-ordinator. He joined the club in 2021 after returning home to Adelaide after 6 years living in South and North America. Was invited to take on the Motorsport Coordinator roll to help grow motorsport within the club and support the new and existing motorsport participants.

Car: 1984 BMW E30 323i

Club Motorsport:

A lifelong, avid, motorsport fan, who started super sprinting shortly after buying an E30 some 20 years ago. Over the years the E30 has evolved into a dedicated track car, which continues to be raced today.

Work/hobbies:

FIFO work in the mines, basketball, and running for fitness, and car racing is a passion.

Whenever talking about club motorsport, it is important to acknowledge the efforts of our volunteers. This includes club members who volunteer as track flag marshals to ensure that the events can function. Also, thanks to family members and friends who come out to the track as supporters.

As well as the BMW Motorsport Cup in 2022, BMWDCSA club members also successfully competed in the Australian Tarmac Rally Championship, Adelaide Rally, Challenge Bathurst, and the Peter Hall 6-hour regularity, ensuring the club continues to stay true to its motorsport roots.

Please keep an eye on the Club website and the BMW Drivers Club of South Australia Members Group (Facebook) for information, photos, and updates from each of this year's round.

BMWDCSA CUP SERIES



BMW Motorsport Competition Calendar 2023

- Rd 1:** 12 March – MSCA Super Sprint – Mallala
- Rd 2:** 16 April – TTM Regularity – Mallala
- Rd 3:** 25 June – MSCA Super Sprint – The Bend West Circuit
- Rd 4:** 23 July – TTM Regularity – Mallala
- Rd 5:** 27 August – TTM Regularity – Mallala
- Rd 6:** 30 September – MSCA Super Sprint – The Bend East Circuit
- Rd 7:** 29 October – MSCA Super Sprint – Mallala



In addition, for anybody interested in entering a team for this year's Peter Hall Memorial 6 Hour on Sunday 07 May at Mallala, please contact the Motorsport Co-ordinator.

A DAY ON THE GREEN

Written by Wayne Williamson



After much organising, the club committee had completed most of the planning for the 2022 Annual Picnic that was to be again held at the National Motor Museum, Birdwood on Sunday 19 November 2022. However, with thunderstorms and torrential rain predicted, the committee was forced to postpone the event and seek another date.

A second attempt was planned for Sunday the 19 February 2023 and after much reorganising the event kicked off on a superb warm and sunny summers day.

Some 75 Bavarian 'pride and joys', were able to proudly be displayed on the freshly cut lawns of the National Motor Museum.

This year's picnic included a display of club members various Motorsport vehicles, a separate display celebrating the 50-year anniversary of BMW 'M' vehicles, 'Show & Shine' participants and a display area for members who just wanted to enjoy the day.

Having parked and arranged the club vehicles in the various display areas, members were keen to enjoy that fresh cup of coffee supplied by Café A Go Go. There is nothing better in the morning then walking amongst the various vehicles on display with a fresh cup of coffee in hand.

Entertainment for the day was provided by traditional German Oktoberfest entertainers Heidi and Herman, who performed some classic German folk songs whilst a smorgasbord lunch was provided. The meal was consumed either under prepared marquees or beneath the large gum trees that delivered welcome shade to both guest and vehicles.



This year's event saw seventeen vehicles participating in the 'Show & Shine' display, with credit going to all members for all the effort that went into presenting the cars in such magnificent order, making it hard for the judges.

A Day on the Green



A Day on the Green



A Day on the Green

The huge task of judging these vehicles was led by head of judges **Graham Patterson** and his team **Steve & Louisa Sanders, Kevin Hawes, Steve & Leeann Mahlo, Josh Tester, Taylor Ebbs, Hans Palm, Petar Farago** and **Mike Greening**. Much work goes into this event and without the support of these members, the annual 'Show & Shine' certainly would not be possible.



The 2023 Judging team

In total, 17 vehicles were arranged for judging, ranging in years from 1969 to 2018.

The following winners were finally selected from the six different classes.

- Class B **Alan Walters** - 2016 F22 230i
- Class C+D **William Blackman** - 2005 E46 330ci
- Class E **Tony Doyle** - 1999 E36 M3 conv
- Class F **Andrew von Niedermueller** - 1995 E34 540i LE
- Class G+H **Sean Bashford** - 1969 2002
- Class R **Steve Campbell** - 1995 E36 328i Tarmac Rally Car



CHARITY RAFFLE

Adelaide BMW



Kindly Sponsored by Adelaide BMW

Adelaide BMW kindly provided display vehicles for this year's event along with donated merchandise that was raffled to the members.

As the BMWDCSA is a non-profit organisation, all proceeds from this raffle are to be donated to the local CFS, with **\$1,133.00 raised on the day.**



Adelaide BMW display vehicle



Having put some of its early financial turmoil behind it, the 1970's found BMW establishing itself as a vehicle manufacture of vision. Created in 1972, BMW Motorsport GmbH (German for Limited) was setup as a self-managed subsidiary of BMW with the aim of producing dedicated competition vehicles. By the following year it had started to promote its new distinctive colours of blue, violet, and red stripes that with some changes, is still in use today to represent the 'M' (Motorsport) brand



Legend has it that when the M Division was being established, they were seeking a new sponsor for the type of performance vehicles they were planning, and they decided that the American company Texaco would make a good fit. Designers eventually came up with the concept of combining the Texaco Red, the light blue of BMW with the Violet centre colour being a combination of the two to form the M stripes. However, the sponsorship deal was never finalised, but liking the colours so much BMW M Division decided to retain the logo.



50 JAHRE BMW M



Initially the 'M' division was responsible for producing race engines and special body parts for various race teams before going on to create hybrids like the legendary 'Batmobile' from the BMW E9. It was not long before the Division was given the task of creating its own specific super car – the M1

Through the late 1970's, BMW M Division continued to improve on current BMW models creating the M525i and the M635 CSi.

However, it was clear to BMW management that the 'M' Division needed its own production facilities to develop performance vehicles that were still based upon current BMW models.

A new site was found in Garching near Munich, Germany and by 1986 BMW 'M' Division was producing vehicles on its own production line.

One of the first 'M' vehicles to role of this line was the M5 – at the time, the world's fastest four door production saloon car. The BMW 'M' Division has since produced M vehicles for just about every range of models produced by BMW. The full web-based history of the BMW 'M' Division vehicles can be found at

<https://special.bmw-m.com/50-years-bmw-m>



BMWDCSA member vehicles
on display at Adelaide BMW

Members Night August 2022

To celebrate 50 Jahre (50 years) of BMW M, the Club was privileged to display a range of club owned vehicles within Adelaide BMW, West Terrace show rooms.



Club President Craig Florance with Adelaide BMW General Sales Manager Matthew Simmons welcoming Club members to the celebration.



Members Night August 2022



Members Night Photos courtesy of Jon Wah on behalf of Adelaide BMW.



Members Night August 2022



Brian (Nipper) & Corey Fechner's newly rebuilt M3 Track Car



The Club also had its own static display at the annual picnic held on the grounds of the National Motor Museum, Birdwood on Sunday the 19th of February 2023. (Refer to front cover)



2002 REBORN

Written by Salah Mashtoub

My fondest memories of growing up in Lebanon in the nineties was when one of my friends' older brothers would take us for a drive in their modified BMW's.

Being cheap and easily modified, BMW 2002's, E21's & E30's were most teenagers' cars of choice to own for their first car.

That is where my passion for BMW's began, and I have always wanted a modified 2002 ever since.

During a visit to Melbourne in 2014, I was talking to a family friend when he mentioned in passing that he had a BMW in his garage, and he did not know what to do with it.

I did not think much of it but asked what kind of BMW it was, and he replied a 2002.

I assumed he was talking about the year, until I asked him what model and he mentioned 'that was the model.'

"I now have the car that I have always dreamt of"

2002 Reborn

I instantly asked him to take me to see it and this is what I saw when he opened the garage.

The car did not start, but the engine looked complete. After putting in a battery, changing the leads and giving it a full service and a bit of tinkering the car started.

Next came the gruelling decision of what kind of engine I wanted - keep the M100R or put a 6 cylinder in it? Go Turbo or non-turbo? The possibilities were endless, so I did not rush the engine decision, rather started on the body work.



Before it all began

"I offered him money for it on the spot and he accepted".



Paint work preparations

Next was the interior. One of my favourite pastimes on the weekends is going for a drive in the 02 with the family, and what is a drive without music. After researching options for centre consoles, I decided I wanted to design and make my own. I also wanted it to feel a bit 'racey,' so I added three tachos to the dash.

The car was now ready to be enjoyed. I drove it for a couple of years taking it to car meets and just enjoying the drive. I realised that the look and feel of the car does not match the performance and it was time to get the engine done.

One thing I was sure about, I wanted a turbo kit on it.

I also decided that I wanted to keep the green but change the colour slightly to a pearl.

I also opted on removing all chrome, or blacking out what was, to be left on the car.

Once the paintwork was done, I took it to get it registered where, I was informed that I was the first person to register this car in Australia.



Into the paint booth

2002 Reborn

I then turned my attention to the suspension, steering & brakes. For the front I went with the Big Brake Upgrade and for the rear I went with the bigger e21 brakes.

After years of thinking what route to take, I finally concluded that I wanted to keep the M10 so I could keep the feel of a lightweight engine on a lightweight car but still squeeze every bit of power out of it.

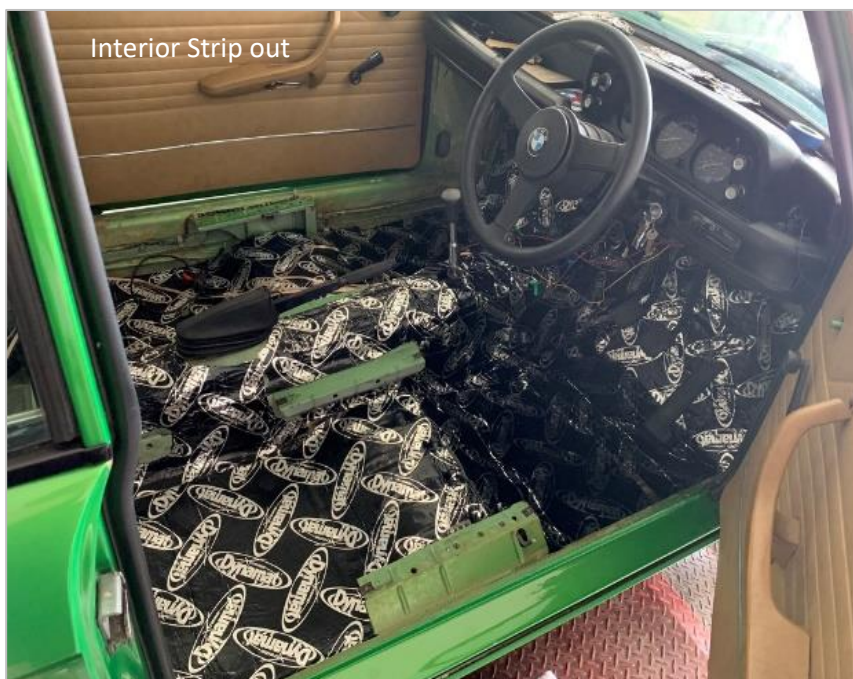
So, I ended up deciding on a 2.6L stroker, 10.4:1 forged pistons, 302 cam, twin 48mm Italian Webber carburetors, ported head, 2.5-inch exhaust, Petronix ignitor and headers.

To do the headers we needed to remove the steering box, so we converted it to a rack and pinion.

This conversion was by far the best thing I ever done to this car and would recommend it to anyone.



Reconditioned and upgraded engine



Interior Strip out

Finally, I wanted to relocate the battery to the boot & tidy up the brake boosters.

I sourced a carpet kit from a gentleman in Willunga who works from home and has the carpet template for 02's.

To make the car more comfortable and quieter I put down Dynamat and insulation before laying down the new carpet.

2002 Reborn



I am still looking for a decent differential to handle all the power (as I have already broken two) and possibly, looking to lower the car a bit more.

There is always something to do on cars like this, but the most important part of it all is to enjoy every step of deciding what you want to do with the car and seeing it come together one piece at a time.

"I now have the car that I have always dreamt of".

Every time I get into the car and drive, it puts a smile on my face (especially with the upgraded engine). What makes the drive even better is that my wife and baby boy enjoy the car just as much as I do, which makes all that hard work worth it.

The car is still not 100% complete. I still have a pair of e21 front Recaro seats and e24 rear seats that I will be putting in the car sometime this year and getting the entire interior re-trimmed in black.



2002 Reborn

During the process of restoring the car, I have learned the following lessons:

- Do not pick the cheapest parts, always go with quality, it will save you in the long run. (example: I bought 2 sets of cheap body kits that did not fit, requiring me to purchase proper plastic kit, which fit like a glove)
- Take your time and do not rush decisions. Chances are your decision will change week by week.
- Forums & Facebook pages are a wealth of knowledge and nearly every question you have can be answered by reading those pages.
- Listen to everyone's opinion but do not let it override yours. Every person is going to tell you something different and for the most part, every person is correct, but at the end of the day, you are the one who will be driving your car.
- It is a shame we do not have more local businesses in Australia who supply parts & upgrades for classic cars, especially BMWs, as most parts are from the USA or Germany.





CONDITIONAL HISTORIC REGISTRATION

The BMW Drivers Club of South Australia offers any members who have an historic vehicle, for it to be placed on the (Historic) Conditional Registration Scheme.

Initially introduced by the State Government in 2017, the scheme was aimed at rewarding owners of historic vehicles for limited road use.

The scheme granted an exemption from registration charges and only a third-party insurance premium, administration fees, and a reduced emergency services levy being payable.

The scheme is only available to financial members of a recognised motor vehicle club and that person must be the registered owner of the vehicle.

The scheme was changed in July 2022 to include as Historic vehicles, any vehicle aged 25 years and older - from 1 January of the year in which the vehicle was manufactured.

(It also includes left hand drive vehicles and Hot Rods)

Conditions

The following conditions apply to vehicles registered under the conditional registration scheme for historic, left-hand drive and street rod vehicles:

- The vehicle cannot be driven for a fee, hire or reward.
- The owner of the vehicle must be a financial member of a recognised motor vehicle club.
- Before the start of each journey, details of the journey must be recorded in a logbook.
- The owner must make their vehicle available for inspection at the request of the Registrar of Motor Vehicles or their recognised motor vehicle club.
- The vehicle can only be driven on a road for up to 90 days during any one-year period of registration.

On Any Sunday

Logbooks must be:

- issued by recognised motor vehicle clubs
- in a form approved by the Registrar of Motor Vehicles
- carried in the vehicle at all times while being used on the road.

On advertised Sunday mornings, the Clubs Conditional Registration Manager – Mike Summers, or one of his fellow registrars – Adrian Cavanaugh or Tim Dixon can be found at various locations around Adelaide where they offer a registration service.

At that time, the owner must already be a financial member of the BMWDCSA, present the vehicle and provide registration details and their current driver's licence.

The Registrar will need to physically inspect the build date on your vehicle to ensure it complies with the scheme.

For dates and locations where Condition Registrations are available, please refer to the Clubs Event page:

<https://www.bmwdcscsa.org.au/upcoming-events>



Ensure you register for the event to provide the Club Conditional Registration Manager an idea of numbers attending and whether additional assistance is required. The inspection and time spent on the paperwork involved averages about 15 minutes, so if you need to wait, please ensure you avail yourself to a coffee at the nominated sites and enjoy the company of likeminded members.

The BMWDCSA is a 'recognised motor vehicle club' and since the scheme inception, club members have registered over 200 vehicles.

Further detail about the scheme and the services offered by the club can be located at:

<https://www.bmwdcscsa.org.au/club-registration> or by visiting: <https://www.sa.gov.au/topics/driving-and-transport/registration/conditional-registration/historic-left-hand-drive-and-street-rod-vehicles>

The Clubs Conditional Historic Registration Manager and his assistance are volunteers who selflessly offer their time on Sundays to provide you a service.

With the ever-increasing number of vehicles requiring either inspection or logbook renewals, the commitment required of these managers also escalates. To eliminate unnecessary delays at the time of inspection, please ensure you read the further details provided on the club website or contact a Conditional registration member direct prior to inspection.



CRUISE TO BAROSSA

Written by Wayne Williamson

One of the Clubs first major social cruises for the 2023 year was held on Sunday 19 March 2023 with 33 members and some 20 vehicles registering their interest in a social cruise **to Tanunda**.

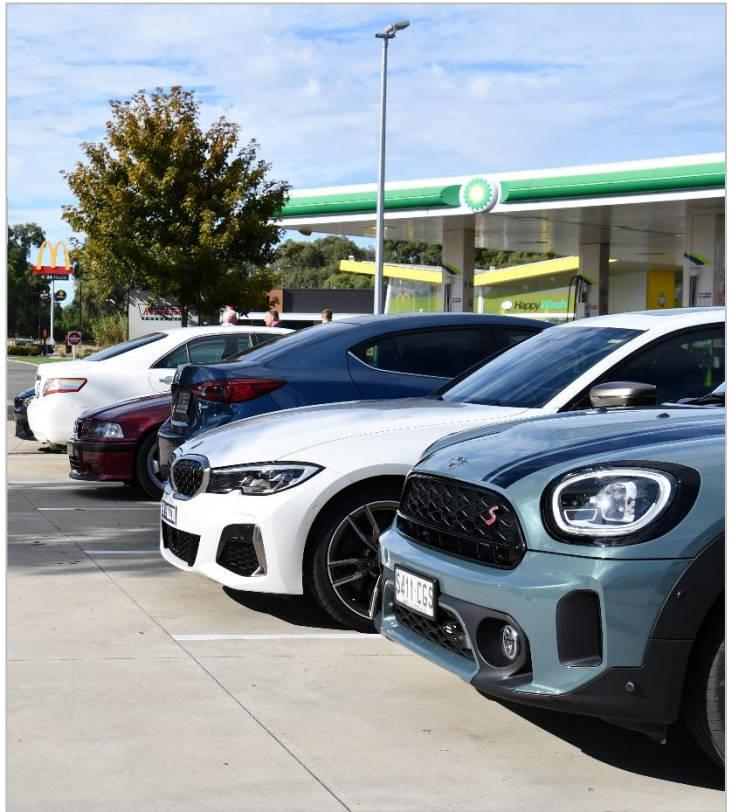
As the new 'Events manager' Michael Keen undertook some extensive pre-planning prior to the event, ensuring that the projected route was feasible, navigation sheets for members prepared and CB radios available.

The participating members meet at the 'On The Run' (OTR) at Port Wakefield Road, Bolivar at 9.30 am and after a 'coffee and greet' and cruise briefing, the event kicked off on what could only be described as the perfect Sunday morning for a drive.

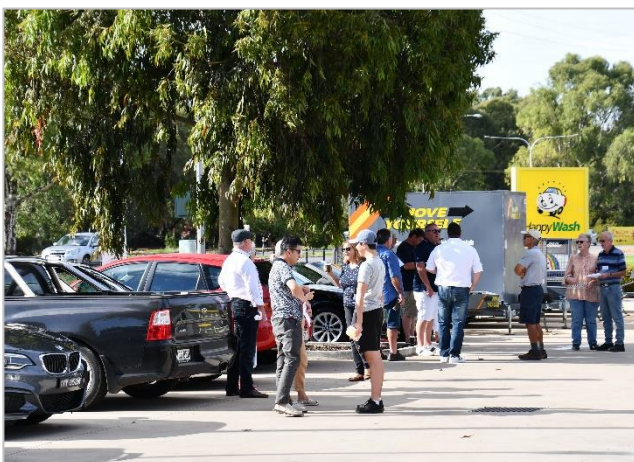
Initially navigating through the Northern suburbs, the event soon found its way up Black Top Road and onto Kersbrook. What was probably the most interesting portion of the drive was to be found after turning from the South Para Road onto Checker Hill Road. The roads between here and Forreston and onto Mount Pleasant proved to be both undulating and sweeping, ensuing those 'ultimate' driving machines could stretch their legs. Joining the Eden Valley Road at Mount Pleasant, the cruise took on a Sunday amble on this fine autumn morning as it headed north into the picturesque countryside of Eden Valley and Angaston.

After an hour and half of cruising, the event had its first and only stop at **Menglers Hill Look-out** where the members engaged in a photo opportunity overlooking the Barossa Valley.

Cruise to Barossa



The crew gathering at Bolivar for a pre-cruise catch up and coffee



Cruise to Barossa



Being the perfect Sunday for a cruise, the weather was glorious, and the views across the valley were spectacular.



Cruise to Barossa

Being the perfect Sunday for a cruise, the weather was glorious, and the views across the valley were spectacular.

“This is what club cruising is all about”

After a short break, it was onto The Clubhouse Community Club at Tanunda, where the members were able to share their experience whilst partaking in a well-deserved cold drink and meal.

Like so many of these club events, they would not be possible without the support of both you the club members and the committee that operate tirelessly behind the scenes.

With 329 club members, it's rewarding to plan an event that all can benefit and enjoy. Michael Keen, the Event Manager handed out a questionnaire sheet, seeking their feedback onto what type of social events that members would prefer.

For those members not involved in this cruise, you are encouraged to drop Michael an email if you have any suggestions or feedback.



Dining at The Clubhouse

UPCOMING EVENTS



Written by Michael Keen

As the new Events Manager for the club, I am just getting my feet under the 'Events' desk, having taken over from Mark Topliss.

Mark's business responsibilities have changed making it difficult for him to find the time to organise our events. Thank you, Mark, for your time as our previous events co-ordinator.

After our spectacularly successful Picnic with Show and Shine at the National Motor Museum in Birdwood, our next event was a social cruise ending up at The Barossa Clubhouse in Tanunda. (See previous article)

On the **23rd of April** we are trialling participating in the **McLaren Vale Vintage and Classic** as a club. We will assess how this works for us and may make it an annual event, all going well.

McLaren Vale
Vintage & Classic
2023

The month of May takes up to Mt Barker to visit **Finch Restorations**. This should be a great experience to see how they restore vehicles and even make parts from scratch.

Mike Summers is keen to continue the club's **Mid-week social cruises** and as such is planning a social drive from Darlington to Richard Hamilton's winery at McLaren Vale. (See picture opposite)

The **BMW Drivers Club of Melbourne** are also **visiting Adelaide in June**, leading up to a round of the E30 series at the Bend Motorsport Park on the King's Birthday weekend. We will be organising a few joint events so look out for these on the events page.

As the weather gets colder and wetter, we are intending to organise a few mid-week indoor events...**Ten Pin Bowling and a Family Friendly dinner**.

Further out we are looking to do a tour up to the **Flinders Ranges over the October long weekend** so keep this date free in your calendar.

If you have any suggestions for future events, please let me know via email:
events@bmwdcsa.org.au.

CLUBS EVENT CALENDAR



April

- 2 Cars and Coffee – Barossa
- 16 Cars and Coffee – Unley
- 16 Motorsport R2
- 23 Cars and Coffee – Marion
- 23 McLaren Vale Vintage and Classic

May

- 7 Cars and Coffee – Barossa
- 7 Motorsport Peter Hall 6hr
- 14 Cars and Coffee – Marion
- 21 Cars and Coffee – Unley
- 21 Finch Restorations - Mt Barker
- 24 Mid-week cruise – Darlington to Richard Hamilton (McLaren Vale) Winery

June

- 2 - 12 BMWDCM in Adelaide
- 25 Motorsport R3



CLUB MERCHANDISE

Available to all members of the Club, is a range of great polo shirts. An expanded range and variety of products to be added in the near future.

If you haven't yet purchased your unique piece of BMW Club clothing, then please visit the website store to place an order.



MOTO 4M Shirt

Navy/Black

Members Price: \$55.00



Ladies Contrast Polo

Navy/White

Members Price: \$45.00

Visit the Club Website store for more info on sizing and availability



Adults Bell Polo

Aqua/White

Members Price: \$50.00



Mens Jacquard Polo

Navy/White

Members Price: \$50.00



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