



BMW Drivers Club  
South Australia



# THE GRILLE

The official magazine of the BMW Drivers Club of South Australia

ISSUE 2 | 2023



BMW GROUP CLASSIC

AFTERTASTE

ALPINA

E34 ENGINE SWAP





# THE M2 COUPÉ



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The **BMW Drivers Club of South Australia** brings together BMW owners, drivers, and enthusiasts for social, technical and motorsport activities at all levels of participation. Hosting a broad 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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'BMW GROUP – CLASSIC. A TOUR HIGHLIGHT. Full article on page 14





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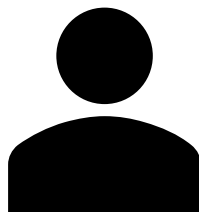
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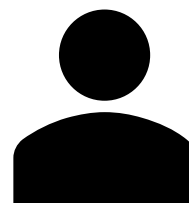
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## FROM THE EDITOR

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

Back for its second issue of 2023, the magazine is rich in new stories from you the members of the club. Planning for the next edition of the magazine is well under way and if any member has a concept for a new article, please feel free to drop me a line. The next submission deadline is early March 2024.

Creating a story is not such a challenging task as you may think, and as the editor, along with other members, we are here to assist.

High resolution photos are essential. The task of choosing an image for the front cover is always challenging, so if you think you have the ideal photo, why not share it with your fellow members.

Let us have your feedback by contacting: [editor@bmwdcsa.org.au](mailto:editor@bmwdcsa.org.au)



**Wayne WILLIAMSON**  
MAGAZINE EDITOR

## CLUB PRESIDENT UPDATE

Greetings members.

Welcome to summer and with Christmas just around the corner that's a wrap for 2023.

Many thanks to all those involved in getting the next edition of our Club magazine out – it is only because of a lot of industrious people working in the background that it happens.

In this edition you can read about Wayne's tour of BMW Classic in Munich and one of our own becomes a movie star. Tours and tickets can be arranged for club members visiting Germany that would like to see BMW Welt, the Museum or BMW Classic by our Clubs Australia Delegate.

Many thanks to the events team and everybody that helped organise and host a momentous year packed full of a variety of events this year. I am looking forward to seeing what they have instore for us in 2024. Two stand out events since the last edition of the magazine were the exclusive workshop tour of Finch Restorations and the cross-border dinner meeting with BMW Drivers Club Melbourne.

It was rewarding to see so many members come and join us for these two events, and everyone that came along had an exciting time. If you missed out or were unable to attend, make sure you keep an eye on the events calendar for what is coming up ahead. I look forward to seeing you all and catching up at a future 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](mailto: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.

Finally, my best wishes to you all for a Safe & Merry Christmas and may 2024 be bigger and better for us all.



## SECRETARY & MEMBERSHIP UPDATE

**On the Club Secretary front**, lots of back-office work and support for the Club and the Committee in general.

This involves many functions and aspects across all of the portfolios as well as covering our obligations in so far as being a registered business and incorporated association goes.

Thankfully the end of 2023 is fast approaching, with the hope of a week or three of respite to recharge the batteries.

**On the Memberships front**, continued growth in numbers see us officially at **360 members** as we go to print. This is extremely gratifying as we see the Club being of relevance to BMW owners throughout South Australia.

If you're reading our magazine for the first time and are not yet a member, it's as easy as scanning the QR code which will take you to the membership page on the Club website. Easy to do, follow the prompts, submit your application and membership fee and you'll soon be on board.



I'd like to take this opportunity to wish you all well, and trust that we'll all have a very merry festive season, as well as good fortune and happy times ahead in 2024.



## NEW MEMBERS



Member Name(s)	Build Year	Marque	Series	Model
Andrew Ward	2002	BMW	E39	530i
Simon Abraham	2007	BMW	E92	M3
Izak Adolph-Boers	1987	BMW	E30	325e
Katie O'Doherty	1985	BMW	E30	323i
John & Leonie McKinley	2008	BMW	E87	118i
Harrison Balla	1994	BMW	E34	540i
Ben Jenkins	2023	Alpina	G21	B3
Amy Lees	1989	BMW	E30	318i
Liam Hartmann & Chloe Barlow	2002	BMW	E46	318i
Adriaan & Jason de Bruyn	1993	BMW	E34	540i
Patrick Cullinan	1997	BMW	E36	Z3
Alexander LoMoro	2011	BMW	E82	125i
Jason Barton	1988	BMW	E30	320i
Catharyn & Gordon McKenzie	1987	BMW	E30	325e
John Sharman	1994	BMW	E36	318i
Hartley Town	1995	BMW	E36	318iS
Scott & Aidan Stevens	1997	BMW	E36	Z3
Shane Stuart	1986	BMW	E30	323i
Julian Rodger	1997	BMW	E36	Z3
Tony Sivaa	2019	BMW	F87	M2
Steve & Michelle Morice	1998	BMW	E36	Z3
Paul Bush	2003	BMW	E85	Z4
Christine Smart	2007	BMW	E85	Z4
John Drogemuller & Karen Randall	2020	BMW	F40	M135i
Gunho Ahn	1993	BMW	E36	318i





## NEW MEMBERS



Member Name(s)	Build Year	Marque	Series	Model
Dion Rhigas	1975	BMW	E21	325i
Mathew & Corinne Barratt	2023	BMW	G80	M3
Erfan Safaeian	2007	BMW	E86	Z4
Vladimir Mihal	1997	BMW	E36	Z3
Dimitrios Kalompratsos	1985	BMW	E28	528i
Jonathon Hopkins	2018	BMW	F20	M140i
Yovan Arachchige	1986	BMW	E28	525i
Gloria Strzelecki & James Alderson	1989	BMW	E30	318i
Gordon & Jacqui Mclean	2015	BMW	F22	220i
Bran Mahendran	2011	BMW	F10	520d
Tim Cannon	1979	BMW	E24	635 CSI
Guy Modistach	1984	BMW	E30	318i
Adrian Rosenzweig	1997	BMW	E36	Z3
Jordan Scott	2015	BMW	F80	M4
Zeqi Li	2023	BMW	G20	M340i
Trinh & Le Tieu	2014	BMW	F32	435i
Junwei Liang	2022	BMW	G26	430i
Anthony Else	1984	BMW	E30	318i
Kian Lim	2023	BMW	G87	M2
Kate Penna	2023	BMW	G20	330i
Alison Auld	2023	BMW	F40	118i
Stavros Natsias	2023	BMW	G42	M240i
Christina & Giordano Sapio	1989	BMW	E30	318i
Jingyi Zhao & Yijing Li	2023	BMW	G87	M2



# CONDITIONAL REGISTRATION UPDATE

Conditional registration is available to any club member who has a vehicle 25 years or older (a build date of 1998 or prior). To assist members with this registration process, the BMWDCSA provides venues by which members can attend to either seek advice or present their vehicles for inspection. These venues are provided each month and are advertised on the clubs 'Events' calendar website at: <https://www.bmwdcscsa.org.au/events>

Before attending any such venue please ensure you have read fully the registration conditions on the club website at: <https://www.bmwdcscsa.org.au/club-registration>



## MEMBER OBLIGATIONS

When renewing logbooks at the 3-year expiry (coinciding with your membership renewal email and the purchase of new logbook), please send a copy of the latest Registration Details Certificate to allow the club to update and check all our records prior to sending out your new logbook.

The email address is:

[clubreg@bmwdcscsa.org.au](mailto:clubreg@bmwdcscsa.org.au)

Just a friendly reminder of the obligations and requirements when you have a vehicle on the South Australian historic registration scheme. If the following are not adhered to, you could be guilty of driving without valid vehicle registration:

- Club membership must be maintained to keep registration current
- 90-day trip limit per year
- The logbook must be dated and signed each day before using the vehicle
- Vehicle not to be used for hire or reward
- Only one logbook permitted per vehicle
- The logbook must be checked and stamped by a CHRO annually, corresponding to your BMWDCSA membership renewal date
- You must cancel the registration if you sell the vehicle or if you cease to be a member of BMWDCSA.

Full conditions are available via the Code of Practice from the SA government:

[https://www.sa.gov.au/\\_data/assets/pdf\\_file/0017/10439/Code-of-Practice-Conditional-Registration-Scheme-for-Historic-Left-Hand-Drive-and-Street-Rod-Vehicles.pdf](https://www.sa.gov.au/_data/assets/pdf_file/0017/10439/Code-of-Practice-Conditional-Registration-Scheme-for-Historic-Left-Hand-Drive-and-Street-Rod-Vehicles.pdf)

If anything is unclear or if you have any questions at any time - feel free to reach out to the Conditional Registration Manager or his team at [clubreg@bmwdcscsa.org.au](mailto:clubreg@bmwdcscsa.org.au)



## BMW M CARS GROUP

BMW M Cars group & co-ordinator is a new initiative within the Club, the primary intent being to enhance the driving experience of all genuine 'M' vehicle drivers within the club.



Michael Allen has kindly taken on this new role and now that he is once again the proud owner of an M, he can officially take on this role.

The plan is to organise in 2024 some “spirited drives” for those members who would like to get the most out of their ultimate driving machine.

We are also working with Adelaide BMW to organise a track day experience at the Bend Motorsport Park, Tailem Bend, where owners can take their car for some hot laps in a safe and controlled manner as well as test out their skills on the skid pan. Keep an eye on the upcoming events calendar for dates.

[Upcoming events](#)

For any suggestions or feedback, please contact Michael via the club's email address at:

[treasurer@bmwdcsa.org.au](mailto:treasurer@bmwdcsa.org.au)

## BMW CLASSICS GROUP

Mike Greening, the Club's Classic Co-ordinator, has organised a few events during the year in which club members could participate in motoring events involving other classic vehicles. The club participation in the McLaren Vale Vintage & Classic event earlier this year and more recently the Yankalilla Classic Motor show being two opportunities for members to display their Bavarian Classics to the public.

2024 will hopefully see this approach expanded along with more Classic specific club social cruises. The McLaren Vale Vintage & Classic event is now advertised for Sunday the 14 April 2024, so ensure you save the date to your calendars. For more information on other Classic events, be sure to monitor the BMWDCSA Event calendar at [Events](#).





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## EXPERIENCE THE BENEFITS

### Programme Benefits for BMW Drivers Club of South Australia:

Complimentary BMW Service Inclusive for 3 years or 60,000kms.\* • Recommended dealer delivery reduced to \$1,850 excluding taxes.~ • Benefits extended to your spouse or de-facto partner.  
• Access to a dedicated • Corporate Sales Manager.

### Standard BMW Benefits:

5 years unlimited kilometre warranty. • Access to BMW Genius. • BMW Roadside Assistance.  
• Competitive finance rates across a range of products through BMW Financial Services.^

Ready to take it further? Contact your dedicated Corporate Sales Manager at your preferred BMW dealer. Alternatively, call 1800 635 758, or email [corporate@bmw.com.au](mailto:corporate@bmw.com.au).

Vehicle exclusions apply. \*BMW Service Inclusive - Basic is based on the vehicle's condition based service monitoring system for 3 years from the date of first registration or up to 60,000km, whichever occurs first. Normal wear & tear items & other exclusions apply. Scheduled servicing must be conducted by an authorised BMW dealer. See [www.bmw.com/en-au/home.html](http://www.bmw.com/en-au/home.html) for full terms and conditions. ~ Dealer delivery subject to negotiation between the customer and the vendor dealer. ^ BMW Financial Services, Australian Credit Licence 392387. Fees, charges and eligibility criteria apply. Conditions apply. Rate may differ based on the borrower risk profile.



## MOTORSPORT UPDATE

The 2023 season saw seven (one cancelled) events planned throughout the year for members to evaluate their track skills. Planning is now well advanced for the 2024 season and members interested in being involved in Motorsport or wish to continue their involvement, should register such interest by emailing the manager at [Motorsport](#).

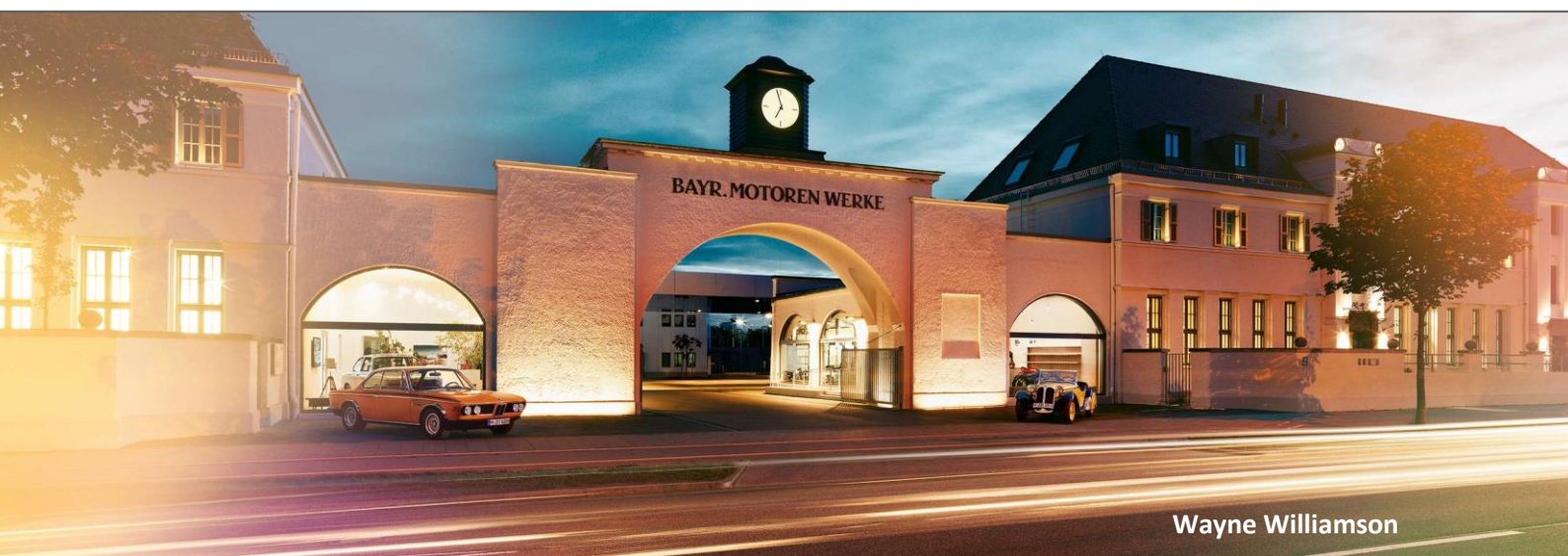
The series is open to all club members, and all makes of vehicles, recognising some members have dedicated track cars that are not BMWs. Entry numbers are limited by grid slot availability and accepted in the order they are received. So, if you are thinking about being involved, make sure you flag your interest.



Andrew Rogers maintained his stranglehold on the championship with 603 points. Philip and Alex Martin are in a second place on 483 points, with Craig Florance finishing third on 370 points. Congratulations to the winners and we look forward to a new competition in 2024.

BMWDCSA Motorsport Cup Series 2023											
Pos	#	Driver	Car	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6	Rd 7	Total
1	431 / 43	Andrew Rogers	Renault Megane	106	106	85	106	106	Round Cancelled	94	603
2	988 / 88	Philip & Alexander Martin	BMW 318ti	76	67	76	85	94		85	483
4	957 / 57	Craig Florence	BMW E30 325i	94	85	-	-	85		106	370
3	84	Tony Hixson	BMW E28 528i	-	76	106	94	-		-	276
6	902 / 90	Zachary Grant-Cross	Audi 80 Quattro	67	40	-	-	76		76	259
7	154	Steven Campbell	BMW E36 325i	85	-	67	-	-		58	210
5	21	Julie Pfennig / Sean Basford	BMW E21 323i	-	46	-	76	67		-	189
8	32	Cameron Langley	BMW E46 325i	-	94	52	-	-		-	146
12	8	Ally Cross	BMW E46 330Ci	-	58	-	-	-		67	125
9	940 / 5	Anthony Pascoe	BMW M4	58	52	-	-	-		-	110
10	26	Michael Myllynen	BMW E30 323i	-	-	94	-	-	-	-	94
11	66	Philip Scadding	Toyota MR2	-	-	-	67	-	-	-	67
13	553	Mark Heyward	BMW Z4	-	-	58	-	-	-	-	58

# BMW GROUP CLASSIC



## A TOUR HIGHLIGHT

My wife and I had longed planned for a trip touring Bavaria with Insight Holidays. Unfortunately, COVID prevented our initial designs, and we were forced to patiently wait another three years before this holiday came to fruition in May of this year. However, the delay did enable me to research how to spend a designated free afternoon in Munich Germany.

My initial thoughts would be to visit the BMW Museum so I reached out to our club President to ascertain what assistance the Club and in particular BMW Clubs Australia could offer members travelling to Germany. Through this liaison, it was soon arranged that my wife and I would receive a free and personal guided tour of BMW Group Classic.

It is at this point that the reader is asking themselves two questions.

1. Who is BMW Clubs Australia?  
and
2. What is BMW Group Classic?

### **BMW Clubs Australia:**

Is the umbrella association for the fifteen Official BMW Car and Motorrad (motorcycle) Clubs operating within Australia. With some 5,500 members, it joins with 700 Official Clubs and more than 250,000+ members of the international BMW Club Community.

Each Member Club (like BMW Drivers Club of SA) is an Incorporated Association and has an active membership with event calendars, including motorsport, social, day, evening, and overnight activities.

Each of the sixteen clubs operating in Australia has a delegate (Craig Florance for BMWDCSA) who attends an annual general meeting to discuss the functions of individual Clubs and future events such as the BMW Nationals.

Clubs Australia also acts as a conduit to the BMW Clubs International Council (BCIC).



# BMW GROUP CLASSIC

## BMW Clubs International Council (BCIC)

Officially founded in 1981, the council has twenty delegates made up from 16 various international clubs (BMW Australia being one) and four separate seats allocated to BMW Group Classic. The delegates come together for an annual meeting where they provide a powerful link between BMW Group, BMW Clubs, enthusiasts, and BMW agencies.

As highlighted on their website: -

“The BCIC is a link between BMW clubs and the BMW Group.

It serves as an interface between the BMW Group and all official BMW clubs, with their members and associates around the world. The BMW Clubs International Council is supported by BMW Club & Community Management located at BMW Group Classic, and the two parties maintain a productive and friendly working relationship.”

## BMW GROUP Classic

BMW Group Classic is the branch of the BMW Group responsible for all activities concerning the history of the company and its four brands - BMW, BMW Motorrad (Motorcycles), MINI and Rolls-Royce Motor Cars. It comprises the BMW Museum, BMW Group Classic Services, BMW Clubs & community management, and a podcast every two weeks titled ‘Classic Heart.’ This podcast and other BMW approved videos can be located by visiting YouTube at <https://www.youtube.com/channel/UCBzzLan-TqZkJGTGXOFRxg>



BMW Group Classic Services is totally separate from the BMW Museum. The 13,000 square metre site located at Moosacher Straße 66 in Munich, Germany, specialise in all aspects of classic BMWs ranging from restoration to upholding and representing the BMW reputation.

The on-site workshop is the central focus of BMW Group Classic services where restoration, maintenance, repair, and service of classic BMW's is achieved.

It also manages and oversees the technical preservation of every model in an on-site collection now spanning more than 1,400 vehicles, ensuring they are ready to appear in engagements worldwide with BMW Group Classic participation in top-class national and international events. Also onsite is a comprehensive archive section maintaining significant historical records.



## BMW GROUP CLASSIC



A further service is in ensuring that any restoration work is achieved with genuine BMW parts.

The Classic Group offer limited reproduction parts for most BMW classic vehicles including the E3, E9, E12, E21, E23, E24, E26, E28, E30, E31, E32, E34,

E36, E38, E39, Z1, Z3, Z8, 1500-2000CS, 1502-2002tii and for the 328.

A full list of part availability can be located at <https://www.bmwgroup-classic.com/en/offers-and-services/bmw->



# BMW GROUP CLASSIC



Arriving on a bleak May afternoon at the BMW Group Classic in Munich, we were warmly greeted by the BCCM (BMW Clubs & Community Management) representative for Australia and New Zealand, Matthias Neuer. Declining an offer of a hot coffee in the on-site Classic café, we moved straight into a small museum area where Matthias explained the history of BMW whilst showing us the numerous memorabilia of display.

From here, we walked past the main workshop areas where, as a visitor you could see the technicians working on some of servicing and restoration work occurring on some classic BMW vehicles. Access into the workshop was restricted due to safety concerns but being fully glassed, what could be sighted was a very professional workspace.

Next it was onto the main exhibition hall where hundreds of classic BMW's were stored. Most of these vehicles are used by BMW for classic motoring events or motorsport activities throughout Europe. These vehicles are clearly *'Driven, not Hidden.'*

We spent the next hour walking amongst the vehicles with Matthias who provided detailed explanations as to the type of vehicles on display and what made them so unique. An example of one of the many vehicles was a prototype 1967 BMW 1600 GT CABRIOLET. What caught my eye in respect to this vehicle was the lovely design lines and that distinctive cabriolet look.

*"vehicles are clearly 'Driven, not Hidden'..."*

Initially designed by Pietro Frua for Glas automotive from Dingolfing in 1965, this company was taken over by BMW in 1967 and the initial design changed from the sporty 1300GT coupe to include a 1600cc engine which now incorporated the traditional BMW Kidney Grille and a cabriolet design. Only two of these prototypes were ever made with one accidentally destroyed in testing and the other eventually passing into private hands until recently acquired again by BMW.



# BMW GROUP CLASSIC



Moving to another display area, I became intrigued by a list of various awards listed to individuals across the world. It was here where Matthias was able to explain another important connection between BMW Clubs International and the BMW Group – Classic. Each year BMW Group – Classic provides three major awards to club members.

**Friend of the Marque** - The first award is issued to up to ten persons each year across the globe who display commitment towards the marque in their enthusiasm to organise events, making repeated contributions to the success of such events, either through long hours of planning and demanding work, donations or providing facilities. Successful applicants are provided with a certificate, a blue lapel pin and a plaque as an acknowledgment of their special service.

**Prof. Dr. Gerhard Knöchlein BMW Classic Award** - This award honours persons from the international spectrum of BMW Clubs who make an outstanding contribution to promoting BMW tradition by optimal care of their historic BMWs and making them accessible to the public by active participation in events.

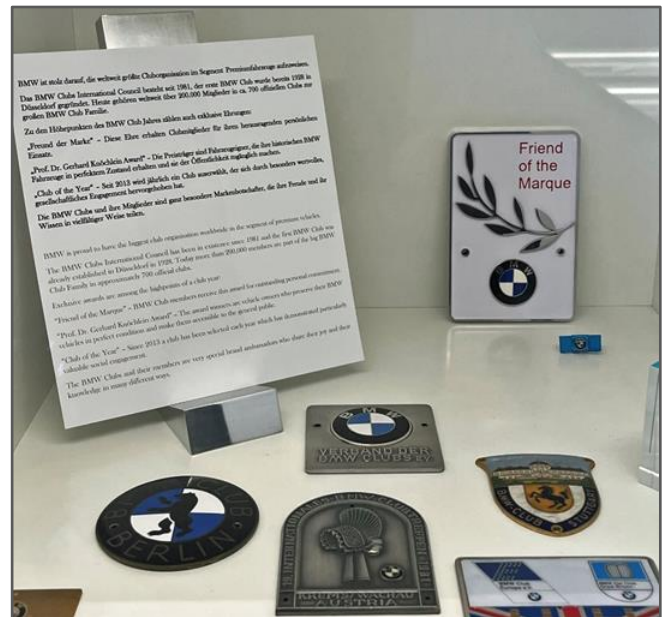
[BMW Group Classic EN \(bmwgroup-classic.com\)](http://bmwgroup-classic.com)



## BMW GROUP CLASSIC

### ONE BIG FAMILY.

**BMW Club of the Year Award** - recognizes the exceptional collective efforts of one umbrella/club/chapter per year. Such achievements result from the dedication and hard work of several volunteers and this award endorses and encourages such activity performed by umbrella/clubs that highlight the values that BMW promote. It was interesting to see from the display the number of Australian members that had won the Friend of the Marque award.



Continuing our tour between the rows of vehicles, Matthias was able to highlight each vehicles unique history ensuring the two-hour tour became a highlight of our Bavarian holiday.

If you are lucky enough to find yourself in this part of the world, ensure that you put BMW Group Classic on your list of 'must do's.'

Visits and entry to BMW Classic and BMW Welt can be arranged through your CA Club Delegate.

Give plenty of notice and be sure to keep the appointment(s) made for you.





Aftertaste is a comedy series that screened on the ABC yearly this year and that is still available on ABC iView. The plot is centred around a celebrity chef Easton West (Erik Thompson) who flees back to his hometown of Adelaide after one of his latest outbursts goes viral. The series is based around his attempts to reinvent himself with the assistance of

of his talented young pastry chef niece, Diana played by Natalie Abbott.

In Series two, episode 5, the producer required a silver BMW E28 to be used as a main prop and in February 2022 contacted the BMW Drivers Club of SA, asking if they specifically had a member with a silver e28 that might be suitable for use on the show.





## AFTERTASTE

Peter Duncan (Club Secretary) subsequently searched the members database and identified Brian Dicker and his beloved E28, and they wasted no time in contacting him to see if he was interested in allowing his car to be used. Brian jumped at the chance, and a month later, his E28 was on its way to the set of Aftertaste located at a farmhouse near Kangarilla.

Well, the E28 had a certain magnetic charm that even a stationary shot under an old oak tree on a farm could not detract from. It is almost as if the car was so suave and stylish that it could make any scene look better - even one where the characters are just sitting around and talking!



It was a dream come true for Brian, who had always loved classic BMWs and had spent a long time restoring his E28 to its former glory. Seeing his car on the set of a hit TV show was a thrill he will never forget, and he was happy to see how much attention the E28 received from the film crew.

The E28's appearance on Aftertaste was a true collaboration between the production company, the BMWDCSA and Brian himself. It is a reminder of how much passion and dedication goes into restoring a classic car, and of the power of great design to capture the hearts and minds of audiences everywhere.

As the characters, Nayani, and Kwame, bantered back and forth in the E28, it was clear that the car was more than just a mode of transportation - it was a character, stealing the show with its timeless elegance and classic design.

In fact, the car's appearance was so impressive that it left some viewers wondering if it should have been given its own spin-off series. Move over, Breaking Bad - there is a new hit show in town, and it is all about the adventures of the 1986 BMW E28!



## AFTERTASTE



Of course, it is not just the car's good looks that made it a standout moment in *Aftertaste*. The scene was also a masterclass in comedic timing and clever writing, with Nayani and Kwame delivering one zinger after another from the comfort of the E28's freshly retrimmed sports seats.

It just goes to show that sometimes, the most memorable moments on TV are the ones that are understated and subtle - and that a classic car like the 1986 BMW E28 is always a welcome addition to any scene, no matter how small.



Watch *Aftertaste* for free on ABC iView. If you want to jump to where the E28 steals the scene go straight to episode 5 in series two!



# ALPINA

Being a BMW enthusiast, I have always been curious about that one word depicted on badges or decals of limited BMW vehicles –



Alpina was a Germany company that initially produced typewriters. In 1962, the owner's son Burkard Bovensiepen convinced his father to allow him to use an outbuilding within the business premises where he started developing Weber dual carburetors for his own BMW model 1500. Being able to increase acceleration by 3 seconds from 0-60 Km/h from the BMW 1500 base model, his carburetors soon became popular with other BMW enthusiasts. BMW was so impressed that they guaranteed the vehicle warranty on any of its vehicles included with this upgrade.

Burkard had hit upon a successful concept and in 1965 still working from the Alpina business in Kaufbeuren, Bavaria with eight other employees, he commenced other upgrades on BMW vehicles under the company name, Alpina Burkard Bovensiepen KG or what is known today as 'Alpina'. Unfortunately, his father's typewriter business was not so successful and by the end of the 1960's that company had closed.

Through to the late 1960's, Alpina continued to enhance the performance of various BMW vehicles. In 1968, the company commenced racing its modified vehicles and immediately had success on the racetrack. In 1970, Alpina won the European Touring Championship, the German Hillclimb Championship rally, and Spa 24 Hours. They went on to win the European Touring Championship again in 1973 and 1977. This success quickly caused the company to outgrow its Kaufbeuren site and in 1970 the company moved location to the town of Buchloe with now over seventy employees on the payroll.

Unlike other car tuners of the period, Burkard decided that Alpina BMW vehicles would have an entire makeover and not just focus upon the vehicle's performance. Cosmetically various changes were made to both the interior and exterior of BMW vehicles to make a bespoke range.

# ALPINA

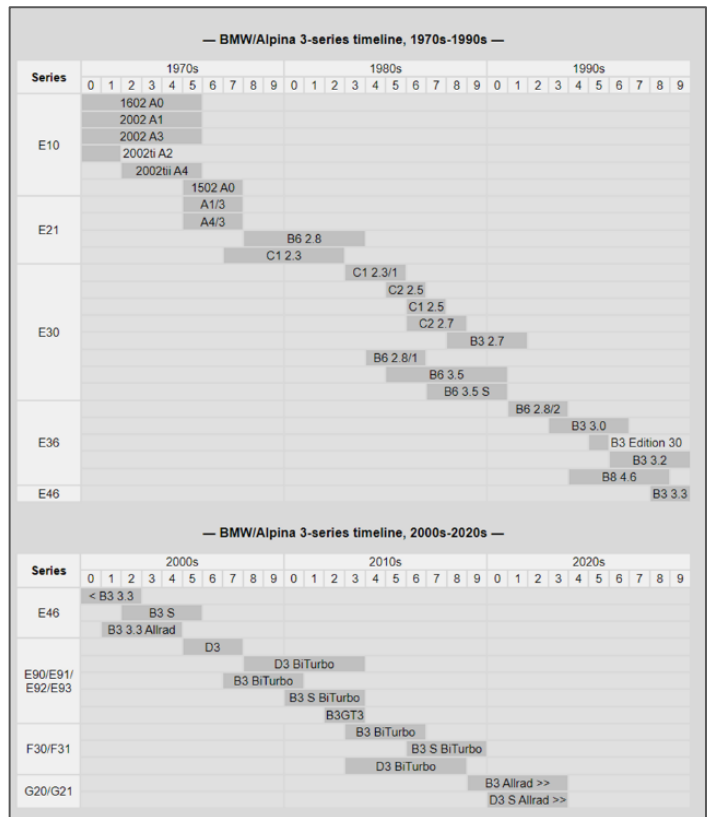
By 1983 Alpina was registered as an official manufacturer of motor vehicles in Germany, continuing to focus on the enhancement of BMW vehicles. By 1988, Alpina withdrew from racing to solely concentrate on improving both the performance and the luxury appearance of vehicles within the BMW range.

Alpina has since adopted a model nomenclature that differed dramatically from that of BMW, focusing on models beginning with the letters B, C and D.

B representing 'Big Block' and 'C' small block engines. The relationship between existing BMW models and that of the modified Alpina's can be confusing and it is highly recommended to default to the 'Alpina Archive' – The unofficial BMW Alpina Homepage to resolve any confusion. The chart included provides an understanding of the BMW 3 series vehicles and their equivalent Alpina models. Further details concerning other models can be obtained by visiting:

<https://www.alpina-archive.com>

All Alpina vehicles had their own identification plate, (normally located on the glovebox) and their own Vehicle Identification Number (VIN).



All Alpina BMWs were manufactured in Germany and were left hand drive. However, commencing in 1975 Alpina did grant licences for some overseas companies to modify BMWs to their Alpina specifications, resulting in Sytner in Nottingham, England being one of the most successful right-hand versions of Alpina vehicles available.

In Australia, Alpina could be retrofitted to include all the Alpina modifications, including the plate serial number and VIN. This was normally achieved by purchasing a new BMW and then using the Alpina engine and interior/exterior accessories. The retrofit could be conducted by companies such as Bavarian Motorsports Australia Pty. Ltd, but when purchasing older Alpina vehicles now within Australia, care should be exercised to ensure that you are purchasing a genuine 'Alpina' and not just a BMW that has had some Alpina accessories added.



# ALPINA

BMWDCSA member Chris Schutze bought his Alpina 535, E28 (B10) from Shannons Sydney in 2017. He explains he placed an absentee bid at their auction where you inform them of the maximum amount you are prepared to outlay and hope other bidders do not exceed this. He lost the auction, but next morning Shannons called him to advise the successful bidder had withdrawn from the arrangement. Chris subsequently paid the original amount he had offered with the original purchaser having to pay the difference because of withdrawing his bid.

Chris had been seeking an Alpina for over five years before being presented with this opportunity. The criteria he used to find that perfect vehicle was a bit loose but ideally it had to be something he loved when he was younger (but then could not afford) and it had to be a bit unusual. Over the five years he had searched for this ideal vehicle he had looked at some BMWs (all a bit ordinary or expensive such as the M6), a Mercedes SL450, a Lancia Monte Carlo and a Porsche 911.



Chris Schutze Alpina B10 at The Bend

His limited budget meant the quality of these available vehicles was questionable and hence he was always reluctant to commit.



Chris Schutz – Alpina B10 on display

However, when the Alpina was originally advertised on the Shannons auction site he immediately went into research mode. Chris was aware of the brand 'Alpina,' but not really its relationship with BMW, its manufacturer status, or of their individual models. His research pointed to a very unusual car being offered, however there appeared a lack of clarity about its authenticity.

The paperwork suggested it was a United Kingdom import and that the vehicle was manufactured under licence by Sytner in Nottingham, England. The dash plaque and paperwork indicated the vehicle was build number 23 of the 25 right hand vehicles produced by Sytner. In total, only 77 Alpina E28 B10s were built and of these only five being automatics such as the one acquired by Chris. This Alpina was totally unique.

## ALPINA

With the brief mechanical report that Shannons provided being quite positive and the photos compelling, Chris took the plunge and became the proud owner of genuine 'Alpina.' The vehicle was transported to Adelaide and after undergoing a successful vehicle identity inspection at the State Government Regency Park garage, it was ready for his enjoyment.

Other BMWDCSA members have Alpina vehicles listed with the club, and many are often seen at the various club social events and cruises. All have their unique story, so the next time you sight an Alpina, remember there is more to the vehicle than just a different badge.

Since these early days in Australia, the Alpina where genuine Alpina vehicles could be purchased locally with full-service support and warranties. Alpina Australia continued to offer an extended line of vehicles until last year (2022) when the BMW Group announced that it had acquired Alpina. With the advent of electric vehicles, it was well understood that Alpina did not have the necessary capital to convert its production facilities to cater for the coming surge in EV's.

The clarity of where the future of BMW Alpina vehicles lies is yet to be seen. Maybe it will be on focusing upon the restoration and repairing those classic Alpina's like Chris Schutz's B10!





# THE SAGA OF THE E34 ENGINE SWAP



By Martin Blanchard

I remember a sticker on one of my BMW's that stated, "Driven Daily, Repaired Regularly."

Late last year my son had his E34 535i rear ended and written off. The car had spent more time being repaired than being driven in the brief time he had it, with head repairs and a manual conversion leading to some confusion for the insurance company.

When I received the phone call about the crash, I was in the Adelaide hills and by the time I made it to Wayville I had sourced and negotiated a replacement E34. The price was good, but it was an M20 powered 525i auto, that was a little tired but sound. My son was less than impressed with the car initially, but once he had replaced all the suspension bushes and rear shock absorbers, he was beginning to forgive me.

Fast forward to a couple of weeks before Christmas and he wandered in to interrupt my very important PlayStation session to say, "We both have a week off over Christmas, do you fancy doing an engine swap?"

No, I did not! I am not completely mechanically inept but swapping an M30 manual into a car with

an M20 auto sounded a little too much for my comfort. Three days later he came to me after a short trip to the shops and said, "I think I have an issue." We went for a test run, and as the engine warmed up it started making a grinding noise and spurting oil from somewhere on the side of the block. So, he was going to get his way as usual.

We dragged the wreck down from the back paddock (and I do mean dragged – as he already had the rear shocks in his new car!) and set to work. I made the crack when they were together that the cars were twins, to which he replied dryly "the sporty one has broken it's back and the nerdy one had a heart attack".

Very sombre. The first couple of days we made timely progress, and we had the engine (with new plugs filters etc) and manual box in the car in respectable time. The wiring was surprisingly straight forward. It was the area that scared me most and turned out to be pretty much plug and play. The starter relay and the plumbing for the cooling system were the biggest differences after we used pretty much everything from the wrecked 535. The pedals and clutch were easy enough if a little time consuming.

## THE SAGA OF THE E34 ENGINE SWAP

When we first tried to start the engine, nothing happened. Not even a click. It was then we realised that the starter relay was different from the 535 to the 525. Okay, so we bypassed that temporarily and now it cranked but would not start. Fault finding time. We pulled a fuel line and got a face full of 91.... so not a pump issue. Next was the spark plug. Nothing. So, we started following wires and discovered while messing around we had not plugged the ECU back in. Amazing how much better that works. This time the engine fired straight away and the roar from the manifold was so welcome.

As we ran out of our week, we decided that we would short cut the process and leave the 525 diff in the car even if the ratios were not ideal. This is where our world fell apart. The drive shafts bolted up completely differently, so the diff had to be swapped.

We had already found a rounded hex bolt in the diff meaning that whole rear K-Frame needed to come out. Again, we were surprised how easily this came out, and more importantly went back in. We had enough clearance to remove and replace the rounded bolt while doing the swap to the large case. Finally, several weeks beyond our initial time limit, we had everything back together only to find there was a horrible exhaust leak. "Oh yeah, I snapped a manifold stud but didn't think it would matter." Yeah, well it obviously does.

At this point, the car was pushed to one side as another car had been obtained for daily duties and we had to wait for BMW to supply new studs and nuts. I was having fun playing with my E38 around Mallala when I received a phone call from my son to say he had decided to fix it but in doing so had snapped a second stud. Even when the new parts arrived the enthusiasm was nowhere to be found.





## THE SAGA OF THE E34 ENGINE SWAP



It wasn't until I took the 750 off the road and was planning to drive our spare car that things got moving again. We found after sitting for many months, a wheel bearing had collapsed ,and Chris piped up and said we could finish the E34. I groaned a little as I could see issues with trying to get in and remove two broken studs knowing how little clearance there was. When the M30 was in the 535 the battery was in the boot, but we had not bothered to relocate it, so the engine bay of the newer car was pretty cramped. As soon as he told me both broken studs were on the front half of the manifold my spirits lifted and we decided this was doable.

Sure enough, we had it sorted in an afternoon and someone was over the moon to have his baby back on the road. The euphoria lasted until his drive home from work on the second day when he suddenly was unable to select any gears.

Apparently, 3rd gear at 3500rpm is an okay way to limp the car home at 110km/h (?) on the freeway and still have enough to scream up the driveway at about 50km/h.

It turned out somehow the pin in the front of the selector arm had popped out (and been trapped on the cross-member). Ultimately a success for our first engine swap, if a little drawn out. He now has the M30, manual transmission with Sachs HD clutch, M5 flywheel and large case LSD with shiny a new pod filter.

He has since spent a lump of cash on new Bilstein's, Eibach springs eventually made it into the car along with all new brake pads and discs. The car was in regular use until a recent issue with the central locking module sidelined it again. Old BMW's – It is definitely a lifestyle choice.



## THE SAGA OF THE E34 ENGINE SWAP

If you want to follow the continuing chaos,  
semi regular updates are available at:  
<https://oldskoolmotoring.wordpress.com>





## CLUB EVENTS

### MCLAREN VALE VINTAGE & CLASSIC – APRIL

It has certainly been a busy last half of the year for the club with the following being a quick summary of some of the events: -

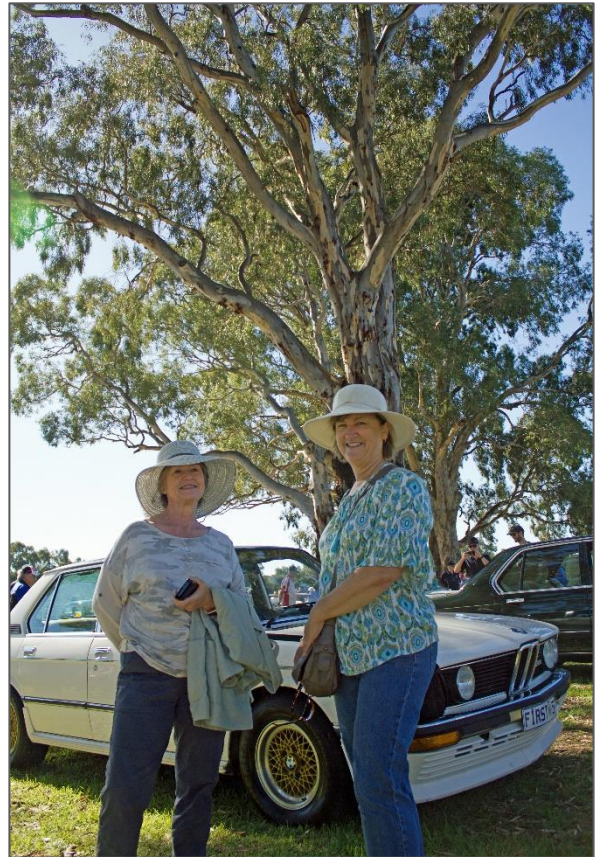
For the first time, the BMWDCSA participated as a club in the McLaren Vale Vintage & Classic event held on a Sunday in April.

On what was a picture-perfect day, club members mustered at the McLaren Vale information centre where they then drove as a group into the main staging area for the event within Serafino winery, Kangarilla Road, McLaren Vale.

For the next hour, the members were able to walk amongst the 350 plus vehicles that had assembled for this year's event on the lawns of this famous South Australian winery.

The variety of vehicles on display was truly illuminating and ranged from historic vintage vehicles including a Stanley steamer, classics of the past decades, restored emergency vehicles, unique rod rods, entertainment vehicles and some of today's more exotic sports vehicles.

By 11:00am the main parade commenced in which all the vehicles exited the winery and made their way into the main street of McLaren Vale where a huge crowd of eager motoring enthusiasts awaited. The parade separated at Chalk Hill Road with most vehicles heading towards their designated winery, where they were to enjoy an afternoon on the green.



Club members met at Hastwell & Lightfoot Wines on Foggo Rd, McLaren Vale, where the afternoon was spent tasting wine, enjoying the entertainment, and discussing all things BMW.

The McLaren Vale Vintage & Classic event was well patronised by the South Australian public and appears to be growing in popularity. Mark this one down in your event calendar for next year as a 'must do.'

**McLaren Vale**  
*Vintage & Classic*  
**2023**

## CLUB EVENTS

### FINCH RESTORATIONS CRUISE – MAY



On a misty morning on a Sunday in May, Club members met near the Eagle on the Hill before heading on a scenic drive through Stirling, Aldgate, Bridgewater, Verdun, Oakbank, and Nairne before reaching our destination in Mount Barker. A few members not participating in the drive met us at Finch Restorations.

After an entertaining tour we then descended upon The Oak and Iron Tavern (part of the Auchendarroch House) where our large group enjoyed good meals and conversations.

Michael Keen, the Clubs Events Manager had organised morning coffees/tea on arrival at Finch Restorations which was appreciated by all. Afterwards Peter (CEO) gave an extensive tour of all the facilities and a wonderful series of tales about various vehicles they are currently restoring or storing.

This included the storage area, body shop, coach building shop, upholstery shop and paint shop, with last stop being the final assembly building.





## CLUB EVENTS

### MID-WEEK SOCIAL DRIVE AND LUNCH – MAY



We were blessed with the weather – plenty of sunshine! This was a bonus for the convertibles who put their roofs down for our drive through the southern vales.

Leaving from Hungry Jacks at Darlington the group travelled up towards Happy Valley, then through Clarendon, Kangarilla then Willunga via Range Road with a photo stop along the way.

Arriving at the Richard Hamilton Winery, members set their cars up for another photo opportunity with the vineyards as a backdrop but with the focus being clearly on the members.

The Richard Hamilton Winery welcomed the club members with a step through of their history and their relationship to the Leconfield Winery.



Our orders of speciality pies or ploughman platters being confirmed a few members sampled some of the wines on offer prior to the meals arriving. The pies and platters were enjoyed by all and to complete our experience, Karly, our wonderful host allowed our group to sample the soon to be released 2020 old vine Centurion Shiraz.



## CLUB EVENTS

### JOINT DRIVERS CLUB SA and DRIVERS CLUB MELBOURNE - JUNE 2023

On Saturday 3rd of June, DCSA hosted a welcome dinner at the Holdfast Hotel in Glenelg where there was lots of catch-up and new conversations with the Melbourne BMW members.

DCM had a full schedule of events as a lead up to the main event – racing their E30s over the long weekend. So, during the first three days they visited the National Motor Museum, Hahndorf, the Clare Valley, Burra Mount Barker, Lobethal and sampled the Glenelg restaurants for their evening meals.

On Thursday 8th, some club members joined them for the drive from Glenelg to Strathalbyn, enjoying some winding roads on a cold and wet day. In Strathalbyn we visited Gilbert's Motor Museum which holds a lot of local historic vehicles, tools, and memorabilia. After a group photo, the members found some refreshments at the Flo & Ada Tearooms. Our Victorian guests and a couple from NSW stayed the remainder of the day to stroll around Strathalbyn, enjoying the old architecture and historical buildings.





## CLUB EVENTS

### JOINT DRIVERS CLUB SA and DRIVERS CLUB MELBOURNE – Cont'd



On Friday, the destination was Victor Harbor, then early dinner at Michael Keen's Goolwa property.

Club members met the interstate visitors at their motel on Anzac Highway ready for the 9:00am start.

With an interesting drive (thanks to the research of Peter Williams (of the Melbourne club) along the coast from Glenelg to Seacliff, then the back roads to Hallett Cove.

From there it was towards Port Noarlunga and continued along the coast roads all the way to Aldinga, Myponga reservoir, Normanville, Yankalilla then through Inman Valley to finally reach Victor Harbour. After a coffee, the visitors opted to visit Granite Island via the horse drawn tram.

DCSA Club member Mike Summers then took over the cruise as lead vehicle to guide the visitors towards Hindmarsh Island and the Murray Mouth. From here it was onto Michael Keens (Events manager BMWDCSA) property, where he had organised a BBQ dinner. Members and guests were able to enjoy the spectacular views from his balcony overlooking Currency Creek and Hindmarsh Island before being served excellent BBQ rolls and Sorbet (home made by Michael) for dessert.

Overall, a great couple of days!

The Melbournians certainly know how to plan an excellent week away with their finish being a BMW E30 racing meet held at the Bend Motorsport Park that same weekend.







## CLUB EVENTS

### BOWLS NIGHT - OCTOBER 2023



To bring something different into the club social calendar, a ten-pin bowls night was held at Zone Bowling, Cross Road, Westbourne Park on a Saturday evening in October.

A good turnout meant that four lanes were booked with members competing in their chosen team over two games.

It was apparent that many members either had never played before or needed some practice. Some members were even sighted utilising lane bumpers! However, over the next two hours skills were sharpened and the competitive spirit of some members became apparent. Hans Palm scored the highest score for the night with an impressive 156!

After an exhausting two hours of bowling the members descended upon the bistro at the Goodwood Hotel where the main conversation centred around the skills or lack of for some players. Overall, a great night enjoying the company of fellow members.

### BLUEWIRE AUTOMOTIVE - OCTOBER 2023

Club member and owner of Bluewire Automotive, Sean Basford opened the doors to his business premises for a mid-week experience.

With support from Julie Pfennig, club members were exposed to the inner working of a successful business that now offers bespoke electrical installation for vehicles.

Specialising in the production of wiring looms (harnesses) for vehicles, Sean was happy to demonstrate to members the art of making dedicated looms that can be shipped across the country or indeed, the world.

<https://bluewireautomotive.com>





## CLUB EVENTS

### BLUEWIRE AUTOMOTIVE - Continued

From humble beginning, Sean has developed a competitive business in the motor trade that permits him pursue his other love – racing BMW vehicles.

On display in his Mawson Lakes business were several vehicles in various state of preparedness for the track.



Front of show was Julie Pfennigs BMW E21. If you are in need specialised electrical parts and/or installation, then look no further than **Bluewire Automotive**



## CLUB EVENTS

### DRIVE TO SEPPELTSFIELD - OCTOBER 2023

On a calm and overcast Sunday, club members met at the On The Run (OTR) Bolivar, to experience yet another of the clubs' planned cruises. The destination for this day was the Seppeltsfield Winery, Tanunda. What could be better on a spring Sunday morning in South Australia than a leisurely cruise to the Barossa Valley.

After grabbing a quick coffee and briefing, members set off towards Modbury where they joined a "few" old cars travelling to Birdwood as part of the Bay to Birdwood classic. Separating at Chain of Ponds, the cruise left the old cars and travelled onto Kersbrook where there was a paused for a pit stop and a couple of photos.

It was then onto the picturesque Barossa Valley where the obligatory photo opportunity was required at the Menglers Hill lookout.

From here members were provided with several options to visit whilst in Tanunda, with most members opting to visit the Chocolate Factory before heading to our lunch destination at the Seppeltsfield Winery picnic area. Members either enjoyed their previously prepared picnic lunch or chose to support the local café.



*Chocolates anyone!*

### SPORTS CAR SUNDAY – NOVEMBER 2023



## CLUB EVENTS

### SPORTS CAR SUNDAY – continued

This year the Club again attempted to offer a new experience to its members by participating in 'Sports Car Sunday.'

These events are held every six months in Adelaide at the Waite Oval, Fullarton Road, Urrbrae.

With hundreds of sports cars on display, our Club with some 30+ BMWs, held their own with countless high-end vehicles. This event differs from most in that it commences at 4 pm and only last for two hours.

Not a big commitment for members, looking both to display their pride and joys, whilst rubbing shoulders with like-minded enthusiasts.

Having been well received by those members attending, the club is keen to ensure that these events become a permanent feature to the club's event calendar.

<https://www.sportscarsunday.com>

### YANKALILLA CLASSIC MOTOR SHOW – NOVEMBER 2023



Pictured: Club Member Beverley Hewison's 1972 BMW 02

Being open only to classic vehicles (over 30 years old) the number of participating club members to the event was well down upon expectations. This was not surprising considering it was something new and limiting. However, this did not exclude several club members meeting at Hungry Jacks at Darlington and then cruising via Mount Compass and the Myponga Reservoir to the show to support those participating.

Another first for the club was participation in the Yankalilla Classic Motor Show held at the showgrounds on Main South Road. The event is managed by the Yankalilla District Lions Club with all proceeds going towards charities including the Royal Flying Doctor Service, Prostate and Ovarian cancer research and the Myponga Park Run.

The club's ongoing participation in this event was recently discussed at the BMWDCSA Committee meeting, held at the Adelaide BMWs showrooms. It was determined that the club shall again attempt to participate in next year's event, seeking an exemption to the definition of 'classic.'



## CLUB EVENTS

### CHRISTMAS BBQ – DECEMBER 2023

The last major event of the year was the Club Christmas BBQ that was held in Kensington Park on Saturday 2nd of December.

A great afternoon on a weather perfect day for members to catch-up and enjoy a BBQ dinner and discuss the many and varied club events conducted throughout the year.

And off course, the highlight of the day – was a visit by Santa.





## UPCOMING EVENTS



Planning is well underway to provide you our members with another full calendar of events for 2024. The Clubs Website - Event calendar will be populated in the new year, so keep your eyes focus on the Club Website – Upcoming Events.

First up for the 2024 season is the Clubs Annual Picnic & Show of Elegance to be held again at the National Motor Museum Grounds, Birdwood on Sunday 18th February 2024.

Make sure this date is well and truly cemented into your calendar.

Another new focus for 2024 is a focus on both Classic and M specific vehicles. Dedicated club co-ordinators have been appointed to develop specific events for owners of these vehicles.

There is also planned to be an improved focus on utilising the numerous Sunday 'Conditional Registration' days as a means for any club member to come along and discuss all things BMW. Club cruises and short drives may also now commence from these same locations.

Michael Keen, the Club's Events manager spends considerable time and effort planning the numerous Club events for its members enjoyment.

However, any member can put their hand-up to organise an event they believe might be enjoyed provided they are committee approved.

If you have any suggestions or would like to assist Michael Keen, please drop him a line at [events@bmwdcsa.org.au](mailto:events@bmwdcsa.org.au).





## CLUB MERCHANDISE

Available to all members of the Club, is a range of great polo shirts for summer. The club would love to see at the Annual Picnic wearing some Club attire.

If you have not 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

[www.bmwdcса.org.au/store](http://www.bmwdcса.org.au/store)



**Adults Bell Polo**

Aqua/White

Members Price: \$50.00



**Men's Jacquard Polo**

Navy/White

Members Price: \$50.00

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



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