

COAST TORQUE

Official Journal of the
BMW Club Gold Coast Inc
Issue 1 2016

**BMW Club
Gold Coast**



Member of BMW Clubs International Council



2016 Zundschlssel Run

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The BMW Club Gold Coast Incorporated is a non-profit Organisation that has been established to bring together BMW drivers and enthusiasts to share and increase their knowledge, appreciation and enjoyment of their vehicles.

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Member of BMW Clubs International Council



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Roger Way— President

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I started to write this report in early March, sitting on the side of the Princes Highway 50 kilometres south of Eden on the far south coast of NSW. Yes the E30 325is had broken down & Sandra & I were waiting for the NRMA to come and help us. This was only the second time in 24 years of owning the car that this had happened, so we cannot complain too much. The big problem was no mobile phone reception so we had to flag down cars but no one will stop these days. Eventually 2 ladies travelling from Victoria did stop, they contacted the NRMA for us and we eventually got rescued. I have written a small article about this adventure & it appears elsewhere in this issue. The moral of this story is don't leave home without your RACQ membership being up to date. Ours was thank goodness.

On the 7th March 2016 BMW turned 100 years old with a big celebration in Munich including the opening of the new Classic Museum. There are various events being organised around the world to celebrate this milestone in their history and to look towards the next 100 years of the marque.

The 20th August 2016 has been designated as the official date for all bike & car clubs around the world to hold an event to celebrate the first 100 years of BMW. If anyone has any suggestions for holding a unique event to typify our way of club life on the coast please contact me. One suggestion is a photo shoot with cars, koalas & kangaroos at Currumbin Wildlife Park.

In Munich on the 9th, 10th & 11th September 2016, BMW Classic are organising a 1000 vehicle display of cars & bikes from all the clubs from around the world. There will be other events to attend during this period & as we receive the information about these we will post them on the club's website. I know for a fact that the Car Club of Victoria has a trip organised & all the information is on their website. The Car Club of Ameri-



ca has a 2 week celebration organised at Laguna Seca Raceway in Monterey California, & this would be a fantastic event to attend. It's a lot closer than Munich. Check out their website it already has all the events listed. A tip if you want to attend, join their club & receive various discounts & invitations to these special events.

The reason for our trip south in early March was to attend the 27th Phillip Island Classic Festival of Motor Sport where BMW was the featured marque & Jim Richards was the Patron of the Event. Stewart Garmey a long-time friend from Club Victoria had organised a reunion of 20 "JPS" BMW's that either raced in the 80's or were owned by car club members. Allan Day from our club also attended the event with his E21 JPS. This is a massive event with over 2000 vehicles applying to race there with about 570 cars being accepted. Over the course of the 3 day race meeting there were 60 races in total.

Jim Richards raced his 85' 635 JPS & was still very competitive with several 2 places. Other JPS's racing included another 635, several E30 325's & 4 or 5 M3's including David Towe from the NSW Drivers Club. The Victorian Car Club had a display of about 50 BMW's each day & won the best club display on Saturday. We will do an article for the next magazine as it is too late for this edition. It was a long 4500 kilometre drive but we had a great time, caught up with a lot of old friends & saw a large slice of this great country of ours. Also found some fantastic roads where the 325 could be driven properly!

In February Sandra & I attended the Bathurst 12 hour race for GT3 cars with about 30 others from both our club & club Queensland. Another great event & it will be even better next year with Steven Richards driving the new M6 GT3. This car debuted at the Clipsal 500 in Adelaide but had overheating problems. This is the 6th time Club Qld have attended this event & our second. We still get heaps from them all as I love to drive my HSV Maloo Ute down to Bathurst as it is also a lot of fun on the open road.

On the 14th & 15th May 2016 the club will be again participating in the Festival of Elegance in conjunction with the Water, Wheels & Wings weekend. The event this year is based on Tamborine Mountain at the Witches Chase Cheese Factory & Fortitude Brewery. Our display will be held on Sunday

15th May & we are trying to get as many BMW's as possible to display. There are prizes for the best cars & club display. More information will be sent through the club's website when it is available. I would appreciate members letting me know if you can support this event as I would like to see at least 20 cars from our club on display.

On the 10th July 2016 the RACQ Motorfest will again be held at Eagle Farm race course in Brisbane. Club Qld are organising their display & are trying to round up 100 BMW's to celebrate the 100th anniversary. We are invited to this event so again we will let you know what is happening when information is to hand.

Easter 2017 in Brisbane, from the 14th to 17th April, will be the venue for the BMW Car Club Nationals being organised mostly by Club Qld with our club running the Show of Excellence on the Saturday. There is an article inside this magazine with a lot of information about the Nationals. We are trying to do something different to showcase Brisbane & give attendees more time to explore the city & surrounds.

Several other things to mention are that if you did not know John Tan passed away just before Christmas. A celebration of his life was held at the Southport Yacht Club organised by his partner of many years Lynda Haynes. Sandra & I attended along with Lex & Susanne, Betty & Bill, & Leanne & Greg Tymms from Club Qld. I was asked to talk about John's club life & my talk is included in this issue. It was good to hear how John had helped so many people with heart problems have a better life thanks to his abilities as a heart surgeon. The other item is that John, Rebecca & Dylan Perkins have moved to Port Macquarie to live and work. John has volunteered to still be our Club's editor & to keep looking after our club's website. Thank you very much for doing this John as it is very much appreciated by all the members especially Sandra. Please enjoy reading the various articles in this our first issue of "Coast Torque" for this year & don't forget to write about any holidays or events you attend in your BMW & submit them for inclusion in the next edition. Happy motoring & enjoy your BM as it was meant to be driven.

**ROGER WAY
PRESIDENT.**

Club Drive Day—Christmas 2015

We met at Nerang Fair Car-Park for a drive down through the Numinbah Valley. Some members met us at our lunch venue Greenhills on Tweed on the beautiful river.

We always enjoy this drive as the scenery is beautiful. We stopped at the border crossing for some pictures. Our lunch was very nice, the food is always good at this venue. We sold raffles tickets for our PESP Items from BMW Clubs Australia, and everyone received a prize.

We did not give out our trophies for Member of the Year or the President's Award, due to the fact of not doing a lot of events.

We had many club members attend, along with 2 guests being Brian & Dewi Palmer, who are long term friends of ours. Sandra Way 29 J



BMW Club Nationals— 2017

Easter 2017 will give BMW club members from across Australia the chance to experience Brisbane as they've never seen it. Brisbane is blessed with its scenic river and hilly features, a compact city heart and excellent road network. The 2017 Nationals will be based in the heart of Brisbane at vibrant Kangaroo Point.

We invite club members from ALL over Australia to join us for Easter with special accommodation deals at Dockside Central Apartments, our Club sponsor.

Great deals have been negotiated, so come and stay for the Easter break to enjoy all the many activities of offer. You also have the option of flying up, in which case you will receive a VIP airport pickup from one of our club members. Flying to the Brisbane Nationals will save you time and money and also provide an opportunity for you to either: hire a BMW freight your own car, or be a passenger with a local club member.

The format of the 2017 Nationals has been creatively overhauled with our core motivation to offer a greater variety of activities as well as outstanding affordability, organisation and enjoyment.

Friday after registration on your arrival, participants can take a free ferry-ride to Southbank or Portside or even check out the historic Brisbane CBD on a free Greeter's Tour, while their car is washed by one of our sponsor detailers. Friday evening brings the Welcome to Brisbane Dinner – Our venue is quintessentially Queensland; it's open, it's casual, it's scenic, it's next to the river and it's just \$50 per person! A

fter dinner, an evening scenic stroll across the Story Bridge, surrounded by the lights of beautiful Brisbane, is just metres away. Saturday morning will have us driving 500 metres up the road in a cavalcade to Captain Burke Park under the Story Bridge for the Show of Excellence. Traditionally an all-day event, we will finish early presenting the choice of a variety of new two hour Saturday afternoon events: Three Peaks of Brisbane Sightseeing Drive - A chance to view our city from three elevated points, marvel at our diverse architecture and the proximity and beauty of Brisbane's geographical features - a camera is essential! ☑ Mountain Run to Mt Glorious and Mt Nebo - fill your tank for a twisting drive on one of our iconic hinterland roads, just minutes from the city centre. We will stop enroute for photos - again, a camera is essential! ☑ Story Bridge Climb – Yes, you can climb our bridge and yes, the views and experience are breathtaking. The entry is just 250m from Dockside and we have negotiated a very special BMW Club price of just \$85! BMW Clubs Australia Nationals - 2017 Brisbane as you've never seen it ! April 14 - 17, 2017

On Saturday night we present the Mississippi Gambler Dinner – an opportunity to dress-up and board the iconic Kookaburra Queen for a themed dinner, enjoying the company of your fellow BMW friends over a fabulous meal. You will marvel as the lights of Brisbane reveal themselves when we travel east and west along the river. For just \$70 per person, you can come along and experience a night you will never forget! Sunday morning brings an early morning cycle tour for those who are so inclined, followed by the traditional motorsport event: a Supersprint Track Day at Queensland Raceway, including a unique demonstration event. For the non-motorsport participants, we have an alternative, the Cryptic Cruise. This is a chance to get your thinking caps on and experience the secrets of South East Queensland.

Interesting, low-traffic roads, stunning scenery and lots of fun are guaranteed. Another chance to experience Brisbane as you've never seen it! On Sunday evening join our presenting partner, Brisbane BMW at their superb Fortitude Valley showroom for a glittering evening celebrating all that is special about BMW Clubs Australia.

Dress your best and enjoy a sit down dinner, entertainment, a showcase of the latest BMW models and of course, the anticipation of our Club Awards. This event will truly be one of the highlights of the 2017 Nationals and is not to be missed. At just \$75 per person, be prepared to be very surprised!

Monday is the final day of the Nationals, but the action doesn't let up. Those wishing to embark early on their journey home can join one of three escorted border runs: Border Run EAST, Border Run CENTRAL or Border Run WEST. Those wanting to stay longer can enjoy Lunch-nLaps at the iconic Lakeside Raceway, where for just \$30 they can partake in a satisfying lunch at the Lakeside Room, followed by an hour of track time - with no helmet required. There will also be a casual 'no booking' Stayers' Dinner at the Story Bridge Hotel on the Monday evening. Those flying home will receive a free VIP drop-off at the airport as our thank-you for attending the 2017 Nationals. We hope that all members of BMW Car Clubs across Australia join us at Easter 2017. We guarantee that whatever events you attend, by Monday, you WILL definitely have experienced Brisbane as you've never seen it!. For more information and booking details, check out our new dedicated Nationals website at

www.bmwcanationals.com.au

Zundschlussel Run—From Sydney to Melbourne

In October last year BMW celebrated the 40th Anniversary of the 3 series and this run was from Sydney to Melbourne and called Zundschlussel which means "ignition key".

We started in Sydney with a Car Show at Rushcutters Bay Park on Sydney Harbour.

There were a good range of BMW cars and motorcycle's on display.

Allan Day's E21 JPS won his class and our E30 325is came 2nd in its class.

This was a good outcome as our cars were very dirty after the drive down from Queensland and through NSW. John Perkins joined us for the Car Show in Sydney and the drive to Wollongong.

We were joined by Motorcycle Members and International Delegates from Canada, South Africa, Sweden, America, New Zealand & England.

We drove down out of the city via the Royal National Park and parked at the Sea Clift Bridge.

The views are wonderful over the ocean.

Our first night was at Jamberoo Resort and we enjoyed a nice dinner, getting to know some of the international delegates.

We enjoyed the scenery and stopped at the Blow Hole in Kiama and then on to Gerringong Beach where we lined up the cars for a "group picture with ocean in the background"

We travelled to Narooma via Batemans Bay for lunch. We stayed for 2 nights in a cabin in the Big 4 Caravan Park. The water was crystal clear and some of the group did a trip on the river, but Roger & I walked up to the headland to watch the whales and the pelicans feeding at the shoreline on the way back.

We had dinner in local clubs both nights and a photo shoot was arranged for our final morning on the fore-shore of the caravan park.

We then drove to Mallacoota, stopping for sight-seeing in Bega and Merimbula and Eden.

The water is an amazing colour and our overseas visitors really enjoyed the views.

Roger & a few of the others enjoyed a spirited drive into Mallacoota where we stayed for the night.

It was very social with us gathering for drinks, and nibbles before dinner in the Hotel.

The next morning another photo shoot was arranged around the shores of the lake.

We left Mallacoota to drive to Lakes Entrance for lunch in a local club and enjoyed more wonderful scenery.

We stayed in Sale that night and again had dinner in a local club.

We drove into Melbourne the next morning for a display at the Melbourne Exhibition Centre, showcasing all the 3 series except an E36. Allan Day's E21 JPS had pride of place in the photo shoot alongside a new LC1 3 series.

BMW had arranged for a BBQ lunch for us.

The overseas delegates were blown away with the beautiful South Coast of NSW and we watched the whales in 2 locations.

The International Delegates were having their meeting at the Rendezvous Hotel in the city, and as we

many hours to wait before we were able to go to our friends place where we stayed for the next 4 nights, we had some drinks and a lovely cheese platter in the bar meeting some BMW Classic people from Munich, who were attending the Delegate's Meeting.

On the Saturday night we attended a Tram Dinner around the City with our friend's Stewart & Evelyn Garmey and the other delegates. This was a very enjoyable night. Views around the city are good. We went to Queenscliff on the Sunday and Monday morning visited the Werribee Zoo.

Both were very enjoyable.

One of the highlight's of our trip was going to Doncaster BMW on the Monday for a dinner and to see Stewart Garmey receive the "Friend of the Marque Award" This is a very special award for people who have given so much to the Marque, to see Stewart receive this award was a privilege.

Doncaster BMW is a "Big Kids Toy Shop" with an amazing amount of cars on display.

We were able to catch up people that we had not seen for a while from BMW Club Vic.

The next day we drove to Bowral to stay with long time BMW friends Sue Nolan & David Aitken.

We had dinner at the local pub.

The next morning we drove to Port Macquarie for an overnight stay.

Our trip back to the Gold Coast was terrible due to the roadworks and we were very glad to arrive home.

The trip was really good, to enjoy all things BMW and see our beautiful country. **Sandra Way 29 J.**



The BMW that started it all for Bob

My BMWs over the years & the car that started it all!

My first encounter with a BMW was in 1967 when I almost bought an E10 1600-2 sedan in Canberra; an almost unknown vehicle in Australia at that time. However this car (a factory RHD vehicle) had been flown to Fairbairn by the RAAF pilot owner in the belly of a Caribou from Butterworth in Malaysia & as the vehicle was less than 12 months old, considerable Customs & Import Duties would have been incurred by the purchaser. However driving this car was to 'whet my appetite' for BMWs for many 'years to come'; & thus caused my ongoing involvement with the marque! Finally in 1980 the opportunity to purchase a 1974 E9 3.0cs coupe from the original owner, became available. I owned this vehicle (which I believed to be the 'prettiest' BMW ever built.), thanks to the hand built "Bertone" body. I joined the BMW DC at the time & have been a member ever since. Unfortunately this car had to be sold in 1982, as I had located/purchased what was then the world's only 'RHD' 1974 2002 *turbo* sedan, converted new by BMW Concessionaires GB & on-shipped to Australia, where upon landing, a 'full' 1974 aluminium Compliance Plate was affixed!



1992 E34 535i

veteran & collector vehicles from all Australian States gathered together on the lawns of old Parliament House, on display! &: (b). Being invited to compete in BMW's inaugural "Bavaria Tour 2002" to celebrate "2002s in 2002!" Some 550 E10 sedans in all their various models from 'all around the world,' for this 4 days event based out of Oberammergau & held in the Alpine regions of both Germany & Austria. I was the only Australian competing in this tour; not in 'my *turbo*' as planned however, but in a 'loan car', a 1975 2002L sedan, one of BMW's "Calendar Cars for 2002." During the period of the 1980s to 1990s I also owned 'quite a few' other BMW vehicles; some being: 3 x E10 sedans (2002, 2002A & 2002*tii*), 2 x E3 sedans (3.0si & 3.2Li). In early

January 2003, with some reluctance, I finally sold the *turbo*, in order to purchase a 1987 E30 **M3** Evo, a German delivery 'non cat' vehicle brought to Australia in 1996 by the owner (a BMW mechanic from Munich) & converted by him to 'RHD' (using an E36 M3 steering rack & pinion). Upon retiring to the Gold Coast in early in 2005, I then purchased a 'one owner' 1992 E34 535i Executive sedan & upgraded it by fitting a "DME" computer chip (purchased in Germany after competing in BMW's 2nd "Bavaria Tour 2006"), E34 M5 alloy wheels,

'Kings' suspension & stainless steel exhaust system, all to make a most comfortable, effortless 'highway cruiser!' An E46 316*ti* was added soon after ('one owner/off lease' car) for use as an 'every day' car for a few years & then



The "black" 1975 2002 at the start of the Oberammergau Bavaria Tour

I owned this vehicle for over 20 years & it competed in numerous events during that time. The most noteworthy of these being: (a). Shannons' "2001 National Motoring Tour" to celebrate Australia's "Centenary of Federation" in Canberra. All told over 900 vintage,

updated to an E87 116i sedan which was sold in 2010 to purchase a new E84 X1 wagon. In early 2008 a 1999 E36/8 **M coupe** was purchased to go with the E30 **M3** Evo. After 10+ years of ownership this M3 was sold in late 2012 to cover medical expenses incurred & likewise in late 2014 the **M coupe** was also sold to meet ongoing medical costs. A 1974 E10 2002 sedan had been purchased in 2010 & has been undergoing complete restoration by my son in Kalgoorlie & when finished, will be a reminder of the 'BMW that started it all for me in 1967!' Meanwhile, the

lack of 'Mobile Tradition's **M** car ownership' had caught up with me; so during 2014 Xmas holiday period, I purchased a 'unique BMW' to fill this gap; being a 1985 E30 323i sedan upgraded with E46 motor, drive train, ECU, electronics & other enhancements; to satisfy my "BMW needs!"

Bob Twine Member #: 192



The Car Club Life of John Tan—2000-2015

John & Lynda joined our car club, the BMW Club Gold Coast in 2000 with their 7 Series BMW. To most of us this was a big tank in comparison to the 3 & 5 Series cars most of us drove. But it suited their lifestyle because all their musical equipment would fit in the boot. They were members for about 10 years before their other passions of singing & ballroom dancing took up more of their spare time with none left for our club. John re-joined the car club in 2014 after he brought his new 3 series. John was very passionate about the 7 Series explaining about its engine size, handling characteristics, & of course the boot size. The boot could also handle 2 sets of golf clubs with ease, which was a problem with our smaller cars. So to John it was a very practical car. During the 10 or so years John & Lynda were members of our club they attended various drive days, show & shines, and of course our Christmas in July & our Christmas Dinner & Awards night in December each year. At both of these events they volunteered to be our entertainment for the night. With John playing keyboard & Lynda singing the club members were treated to a very entertaining evening. It was their way of giving something back to the car club & the members were always very appreciative of this. I can remember a driver training day we held at Morgan Park Raceway at Warwick where John & Lynda turned up straight from the previous night's singing engagement in the 7 Series within out emptying the car. Once on the track the instructor queried the strange noises coming from the back of the car during hard cornering. After the instructor checked that nothing was falling off the car John opened the boot to show him it was full of speakers & other musical items from the night before, which explained the strange noises. John & Lynda enjoyed this driver training day so much that they attended some of Club Queensland training days & also did a BMW Driver Training Day run by Geoff Brabham. John & Lynda also liked to travel especially to go

skiing in various parts of the world. We would quite regularly receive holiday snaps of skiing in America, and various places in Europe. There would also be pictures of the cars they would hire for these trips taken with some very interesting background scenery. John & Lynda's other passion was golf & I had the pleasure of playing several rounds of golf with John at Arundel. Golf would have been a very relaxing past time for both of them given their high pressure jobs. It was very sad to hear that John had damaged his wrist so badly whilst playing golf that he could not work anymore.

His ability to help people with heart problems was clearly demonstrated to all of us during a car club drive day to Springbrook last year. We had only just sat down & ordered our food when another patron at the café, on seeing John loudly stated that John had saved his life with the surgery he had performed. They ended up talking for over ½ an hour before John returned to the table. On behalf of the BMW Club Gold Coast, to Lynda & John's family please accept our condolences for John's passing. He will be missed. **ROGER WAY PRESIDENT**



The John Player Special Story

By Stewart Garmey, BMW Car Club Victoria

IN 1980, established touring car racing ace Allan Grice travelled to Europe in search of a suitable base car on which to build a Group C racing car which would conform to the rules of the day relating to Australia's then-current touring car regulations. These were the days of the Holden A9X and SLR5000, Ford Falcon and Chevrolet Camaro racing cars complete with guard extensions and quite wild aerodynamic devices which provided excellent racing and it was Grice's intention to build a car that would foot it with those cars. He settled on a BMW E24 635CSi Group 2 racing car, orange and green, which had been damaged in a racing incident.

Grice was contracted to Craven Mild, a cigarette brand of the day, which had sponsored his very successful Chevrolet Corvair sports sedan racing car. The damaged BMW was returned to Australia to be rebuilt into a Group C car and this was duly completed. The car featured a single-cam M30 3.5-litre engine and altered bodywork but was largely "as found" with its racing roll cage, suspension and brakes.

Enter John Player Special, another cigarette brand from the same stable and its iconic brand colours of black with gold highlights. At this stage, the story becomes a little cloudy and I apologise if the version I have is not quite as it was. Enter also Frank Gardner, Australia's "other" Grand Prix star and a hard, laconic and genuine racer of all sorts, be they British touring cars and a veteran of numerous Le Mans entries.

From what I understand, BMW Australia (as it was then) offered to assist the fledgling BMW Group C team and put Frank Gardner forward as the man to run it. Allan Grice stayed on as the number one driver and the car was immaculately presented in John Player Special (JPS) colours under the banner "JPS Team BMW" with additional sponsorship from Recaro, Hertz, Castrol and TAA. The car ran as a

successful racing effort under the auspices of Gardner, Grice, JPS and BMW Australia.

Now, I don't know the exact detail of what happened between Gardner and Grice but the indications are that they had a falling out. I have heard it said that Gardner, who was a supremely talented and smooth driver, couldn't come to terms with Grice's driving style which often resulted in the car not finishing races as well as it was presented at the start, shall we say. I am sure there are commentators more informed than I, and if I transgress or misrepresent the actual facts, I apologise in advance, but this is how I have heard it.

Gardner and Grice parted company with Gardner retaining management of the team and it has been said that there was ill-feeling about Gardner having "stolen" the sponsor (JPS). Again, whether or not this is fact is open to conjecture. Gardner was left without a driver for a car that was becoming a real force in Group C touring car racing. At this time (and I know this is right because Jim told me!!) there was talk around that Jim Richards was to replace Grice. Everyone seemed to know except Jim who took up the challenge and called Gardner to ask if it was right. Gardner's response was "Well Young Fella, IF I am looking for a driver, I'll give you a call" (or words very close to that effect).

What transpired, of course, was that Jim did get that call and went on to establish arguably one of Australia's finest racing partnerships that ran for five years.

But what of the cars? This isn't the place to go into huge detail about the changes made to the racing cars over the journey. Suffice to say, JPS Team BMW went on to build a number of cars for Jim and his team mates over the years, to race. Of note was the E21 320i Turbo that raced in both sports



Sedan and World Sportscar Championship races. It featured in the round of the sports car endurance championship at Sandown in 1984 and from memory, won its class. The car was also successful as a sport sedan, taking Jim to a number of wins over the years. On its retirement the car was sold locally and is currently resident in the United States being restored to its original livery and specification before it came to Australia.



has now been returned to its original Group C spec by its New Zealand owner, Peter Sturgeon. There were six 635s built by the team over the years and we know the whereabouts of all of them.

Of course, mention of the JPS 635s wouldn't be complete without mention of Jim Richards' 1985 win in the Australian Touring Car Championship in the

Group A version. Jim was dominant throughout the season and that car is now owned by Hong Kong-based Adrian Brady who regularly campaigns it in historic racing in Australia.

The team built a number of E24 635 racing cars too. The original car is now owned by BMWCCV member Dean How who has spent a long time restoring it and taking it back to its original specification. The car had a number of famous drivers in its time including the late Denny Hulme, New Zealand's 1967 World F1 Champion. The car was changed over the years from single-cam M30 to twin-cam M88 engines, a change that really didn't do the car any favours as it changed the front / rear balance, making the car quite nose-heavy and subsequently hard on its tyres. The car now spends much of its time at the National Motor Racing Museum at Bathurst but there are many among us who would love to see it out and racing again. The one that started it all!

The 635 was becoming dated amongst more nimble and higher-powered cars so the switch was made to the ubiquitous E30 M3, the car that has won more races than any other. Again, JPS Team BMW rose to the challenge building a number of these very quick cars which resulted in Jim's second ATCC win in 1987. Jim now proudly owns that car and it has recently undergone a comprehensive restoration.



The team built a second Group C car, the famous "snorkel car" which had one of the first in-car camera systems installed for Bathurst and housed in the roof-mounted periscope. That car was later changed to Group A specification but

The John Player Special Story cont.

Whether or not Jim can be convinced to race it is a work in progress but having seen the car, I can understand why Jim is hesitant! It is a stunning piece of work. The team built nine E30 cars over the years, either from local shells or as fully imported works prepared shells from Germany. Four 325i cars were built for Group A racing with two being converted to M3 spec with two 325s and a single 323 all accounted for. In fact, every E30 built by the team is accounted for and that includes the two now resident in the BMW Group Classic Museum in Munich as Art Cars by Ken Done and Michael Jagamara Nelson which were originally JPS Team BMW racing cars.

In 1981 BMW Australia embarked on a marketing exercise to recognise and compliment the JPS racing cars with a range of JPS-liveried and fitted out road cars. The cars were available to special order and were quite expensive for their time. The cars included ...

E12 ... we know of one example but detail of its owner or whereabouts is not known.

E21 ... a run of 70 323i cars was built by a Gardner-associated company using black, imported 323i Sport models suitably modified. The cars were individually numbered and we know of probably 20 survivors. W.D. and H.O. Wills (the JPS importer) provided some down-spec liveried 318 cars for their sales representatives and it is believed one exists in Perth. Demand was high and many didn't want to pay Gardner's price for the cars. There was a "dealer option" model available in the same livery but without the dedicated numbering.

E24 ... few cars were built and actual build numbers (as with all the cars, there are no records) are sketchy, but perhaps four or five?

E28 ... two were built on 528i base models, one for Frank Gardner and one for Jim Richards. Jim speaks very fondly of his example and while one is thought to be in Sydney, the other is unaccounted for. I did see one years ago and it was a lovely car.

E30 ... it is thought 30 models were released, again, on 323i base models. By this time, the model had become somewhat diluted and without the appeal of the earlier ones and without many of the special fittings. How many exist today? Perhaps 15?

Special equipment included ...

- A full Recaro interior featuring dedicated ribbed black fabric to the seat fronts (try and find that now!!)
- JPS badging on the steering wheel boss, wheel centre caps and c-pillars
- Black (Schwartz) paint with a fine gold pin stripe through the body
- BBS-Mahle alloy wheels, silver rims with gold lattice centres
- Standard front bib spoiler and optional boot lip spoilers
- A 2.7 litre stoker engine upgrade was available on the 3-Series cars at extra cost and many cars came with the dogleg Getrag gearbox and limited slip diff.

It is unfortunate that no build records are available and much of what we know is hearsay and is always interesting talking to owners about their cars and the multitude of stories surrounding them.

What is fact that is that there are now very few of the perhaps 120 road cars built remaining. They are iconic, very collectable, attractive and should be saved.

To this end, BMW Clubs Australia has approved the establishment of a JPS Register so that we can do just that ... record, save and promote ownership. Sadly, we are not permitted to have a register logo as it does not comply with BMW AG's corporate identity guidelines relating to a] tobacco advertising and b] the display of another company's logo with the BMW roundel.

If you own, or know someone who does, a JPS, we would love to hear about it and include it in our register. There is no cost to be a register member and the plan is to document all the cars we can (we already have a sizeable list of known cars) while keeping owners in touch. Personally, I have E21 323i number 47, a lovely car I bought from Queensland just recently. I have been busy detailing it to the standard I want and can't wait to get it Club-registered so I can start enjoying it. There is a possibility it is one of the rare 2.7 litre models, it has the dogleg and lsd and is a pleasure to drive. It needs a little work on the interior and that is well under way. Owners and those interested in this fabulous run of BMW history are invited to contact me on 0418

730676, at work 03 9330 0090 or by email, stewart@tradelanes.com.au with detail of your car or interest so we can include it on our list. If I have stepped on any toes or misrepresented the facts relating to the early days of JPS Team BMW, I apologise in advance. As with the cars, detail is very thin on the ground so I

have represented what I know and have been told as closely as I can. Funny old world, isn't it? Tobacco advertising is banned. I've got a JPS. I have watched a lifetime of JPS BMWs and Lotuses, Marlboro McLarens and Holdens, Winfield Nissans and Holdens, Rothmans Porsches and Escorts ... and never had a cigarette in my mouth! But that's another story

Don't leave home without your RACQ membership card

On the 6th March Sandra & I left the coast for a little drive down to Phillip Island Motor Race circuit in Victoria. This was to attend the 27th Phillip Island Classic Festival of Motor Sport which featured racing, sports & touring cars from 1930 up to 1992. Our trip took us down to Sydney, & then down the south coast of NSW via the Princes Highway into to Victoria & on to Phillip Island. All went well till we left Merimbula on the Wednesday morning & were 50 kilometres south of Eden. We made a toilet stop at one of the rest stops along the highway & when we got back in the E30 325is it did not want to go properly. Up till this time all had gone well with the car but not now. It coughed & spluttered, kangarooed up the road & did not want to rev. We found a safe place to stop off the highway at the end of a forestry road & then the fun began. I could not find anything obviously wrong so I tried to call for help only to find no mobile reception. With the bonnet up I tried to wave down various cars before 2 ladies traveling from Victoria stopped to lend a hand. I gave them all our details including RACQ membership number & off they went to find mobile reception. About ½ hour later they returned to tell us they had got through to the local NRMA branch & help was on the way. About 1.5 hours later Nathan the local NRMA man turned up only to discover that he could not fix our problem & needed the tilt tray truck to take us back to Eden. Another hour later & Chris turned up with the tilt tray. Our car was winched on & tied down for the trip back to Eden. Sandra departed in the NRMA ute & I stayed with the tilt tray. We only got back as far as the rest stop before the truck's front left tyre punctured. Chris had a spare but no socket or wheel brace for the 10 wheel nuts on the rim. After various phone calls & another ½ hour the NRMA ute re-appeared only to find he did not have any suitable tools to change the wheel. So Sandra & I were then driven back to the Toyota Dealership in Eden, arriving about 3.00pm. We broke down about 10.30am. Got some lunch, booked into a motel for the night & cancelled our booking in the caravan park at Port Albert. I went back to the dealer to meet Con the owner & find out that Chris & Nathan could not get the last wheel nut off the rim of the truck. Con ar-

ranged for another truck, this time a car carrier to go out and bring back the tilt tray. About 5.30pm the car carrier arrived back at the dealer with the tilt tray truck on the back & our E30 still on the back of the tilt tray. Once the E30 was unloaded Con had organised for Kurt one of his mechanics who had BMW experience to work back on our car with the object of getting it fixed so we could still be in Phillip Island by Thursday night as planned. Con lent us a Suzuki Swift for the night as I had to unload our luggage & take it to the motel up the hill. No paperwork just here's the keys & we will ring you when your car is fixed.

About 6.45pm Kurt rang to say he had fixed the problem which was a vacuum hose from the fuel pump regulator to the manifold. It had perished after 28 years and once replaced, the car was working perfectly. The next morning after breakfast we went back to the dealer, handed back the Suzuki & packed up the E30 & went to pay the bill. We only got charged 1 hours labour plus \$10.00 for the parts. All the towing charges were being paid for by the RACQ through our breakdown claim & we even had the nights' accommodation reimbursed as it was classed as an emergency because we had booked in elsewhere. We also asked about the wheel nut on the truck, to be told it needed a session with the oxy torch before it could be removed. So no way it could have been removed when the truck was still at the rest stop. Thursday was a long drive, almost 600 klms but quite enjoyable knowing the car was going properly. We got to our accommodation at Phillip Island about 6.00pm without any more problems. I cannot say enough about the fantastic service & help we received from Con Zurcas the Managing Director & Dealer Principal of the Eden Motor Group, the local NRMA depot. Also Nathan the NRMA man, Chris the truck driver & Kurt the mechanic, who fixed our car. Without their help we might still be sitting beside the highway 50 klms south of Eden. As I stated above don't leave home on a long trip without your RACQ membership being up to date & check what level of membership you have as this will determine how far you will be towed before it costs you money. **Roger Way 29J**

Upcoming Meetings and Outings

April 24th – TBA – Suggestions welcome

May 4th – Club Meeting – Bruce Lynton BMW - Southport

May 15th – Festival of Elegance – Tamborine Mountain –

June 26th – TBA – Somewhere in the Hinterland??

July 6th – Club Meeting – Bob Jane T-Mart - Southport

July 10th – RACQ Motorfest – Eagle Farm Racecourse – Brisbane

August 20th – Club Celebration of 100th Anniversary of BMW

September 26th – TBA

October 16th – TBA

November 2nd – Club meeting – Bruce Lynton BMW

November 13th – TBA

December 4th –Christmas Lunch

Club Merchandise

The Club now has a range of Polo shirts available for members to purchase.

The polo's come in 2 fabric types, 100% cotton and a 60% cotton blend as well as men's and woman's styles and sizing.

All polo's come in white with navy trim and the club logo embroidered. The cost is \$27 each and available to order at the monthly Club Meetings.

Stickers

Also available are car stickers featuring the new Club Logo. These are available free and can be obtained at the monthly Club meetings or by contacting the Membership Officer at

membership@bmwclubgoldcoast.com

Polo Shirts available at meetings



60% Cotton blend Style



100% Cotton Style

Membership Application

Become a BMW Gold Coast Club Member



Alistair's Z4M



Lyall's Z4



John's 125i



Allan's 3 Series

BMW Club Gold Coast –Application for Membership

New Members:

Single Membership	one year	\$ 50.00
Joint Membership	one year	\$ 65.00

Renewals:

Single Membership	one year	\$ 50.00
Joint Membership	one year	\$ 65.00

Name/s: _____

Address: _____

Phone: _____

Postcode _____

Mobile: _____

Mail to: _____

Membership Officer

BMW Club Gold Coast

PO BOX 8050

GCMC QLD 9726

Join our Club and enjoy a range of events such as: Drive Days, Wine & Dining, Track Days, Weekends Away, Tours & Navigation Runs. Check our calendar of events in this magazine or on our web site www.bmwclubgoldcoast.com. Meet like minded and interesting people from all walks of life.



Bob's M Coupe



Steve's 3 Series

Members Car List

ISETTA	MODEL	YEAR		M Cars	MODEL	YEAR
Mark Newton	600	1957		Gary Schweikert	E 36 M3	1998
				Neil Tregea	M4	2014
2002				David & Endah Palmer	E46 M3 Coupe	2003
Bob & Rachael Twine	2002	1974		Dr Alex Yen-Yll	M4 Conv	2015
				Michael Cooper	M4	2015
				7 SERIES		
1 SERIES				Gary Schweikert	E38 740il	
Gary Schweikert	120D	2007		Paul Cikarovski	735i	1980
Len & Lois Fickling	M135i	2015				
2 SERIES						
Lex & Suzanne Vandervalk	220i Active	2015				
3 SERIES						
Allan Day & Julie Cox	E30 325E	1986		X1		
Allan Day & Julie Cox	E21 JPS	1981		Bob & Rachael Twine		2010
Roger & Sandra Way	E30 325is	1988		X3		
Roger & Sandra Way	E46 325Ci	2002		Len & Lois Fickling	30DLC1 M Sport	2015
Ron & Trish Keane	E92 323i	2007		X5		
Ron & Trish Keane	E46 325Ci	1998		Brian & Lyn Hale		2008
Peter & Susan Howard	E92 335ci	2009		David & Endah Palmer	E70 X5 3.0D	2013
Bill & Betty Warner	E46 325Ci	2002		X6		
Bob & Rachael Twine	E30 325	1985		Hazza Aldhaheri		
				OTHER CARS		
5 SERIES				Bob & Rachael Twine	Honda Jazz	
Allan Day & Julie Cox	E34 535i	1988		Roger & Sandra Way	HSV Maloo Ute	2006
Brian & Lynne Hale	530i	2005				
6 SERIES						
Allan Day & Julie Cox	635csi	1986				
Z4						
Lyall & Carolyn Griffin	S2.3.1	2010				



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