2013 Issue 131

Top Marque

BMW club

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FRONT COVER:
BMW Drivers Cup Round 4, Race 4
1st Lap Turn 1&2, @ Winton

Journal of the BMW Car Club of Victoria Inc.
Issue No. 131
Publisher:
BMW Car Club of Victoria Inc.
Reg. No. A0045268J

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Membership of the BMW Car Club of Victoria Inc. is applicable for 12 months from receipt of application and includes one year's subscription to BMW Top Marque.

General Meetings are held at 7.30pm for 8.00pm on the first Monday of the month - refer to our forum for venue updates http://www.bmwccv.com.au/forums.

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BMWCCV SANDOWN HISTORICS EVENT

Top Marque 2

BMW i3 CONCEPT COUPE

The world premiere of the BMW i3 Concept Coupe sees the BMW Group unveil a particularly nimble and emotive version of its concept for sustainable premium-class motoring with zero local emissions. The study presented at the 2012 Los Angeles Auto Show has been brought out in parallel to the ongoing development process for getting the first ever all-electric model from the BMW i brand ready for series production, and demonstrates the potential for conceivably extending the model range. The state-of-the-art, clean-cut and open design showcased by the BMW i3 Concept Coupe represents a pioneering form of urban mobility that makes sustainability awareness an intrinsic part of the premium profile. Beyond this, the three-door model employs the design idiom that has been created especially for the BMW i cars to convey an undeniable sense of dynamism and driving pleasure.

The carbon-fibre body's visual impact is largely shaped by the gracefully flowing coupe roof line and the fresh interpretation of the BMW i "stream flow" design that can be seen in the side window styling, and gives an instant impression of lightness, transparency and streamlined aerodynamic qualities. On the inside, the sense of spaciousness typical of the BMW i brand is combined with an exclusive lounge-style ambience in the two individual rear seats.

The BMW i3 Concept Coupe furthermore assumes the title of the world's first fully networked electric vehicle. Thanks to the inclusion of innovative BMW ConnectedDrive functions that have been devised by BMW i for use in production vehicles, operation of the navigation system as well as the information transfer between the vehicle, the outside world and the driver's smartphone has been geared towards the specific requirements of e-mobility.

The BMW i3 Concept Coupe sharply focuses the spotlight on the dynamic performance that can be achieved with the purely electric version of the BMW eDrive technology. Like the BMW i3 Concept, the Coupe is also propelled by an electric motor developed by the BMW Group, which develops a maximum output of 125 kW/170 hp and peak torque of 250 Newton metres (184 lb-ft), and channels its instantaneous power delivery to the rear wheels via a single-speed transmission. The electric motor draws its energy from the lithium-ion storage cells under the floor. Positioning the battery units here has the effect of lowering the centre of gravity considerably, which further adds to the vehicle's sensationally agile handling.

The LifeDrive concept for the BMW i vehicle architecture is instrumental in enabling a brand new vehicle character to be married so harmoniously with BMW eDrive, a technology that is already nearing production standard. The horizontally split construction consisting of two self-contained elements intrinsically focuses on the technical requirements of the electric drive train, and helps to produce a design concept, sense of spaciousness and driving experience that are unique to BMW i cars.

The passenger cell forms the core of the Life module, which is built from carbon fibre-reinforced plastic (CFRP). BMW i is scaling new heights for automotive engineering by making such extensive use of this high-tech material. Because it is extremely light yet very strong too, CFRP opens up tremendous scope for design and therefore has all the right credentials for translating the inimitable and unmistakable BMW i design idiom into a wide array of variants. On the BMW i3 Concept Coupé, the drive system, chassis and energy storage unit, along with the structural and crash functions, are once again incorporated into the Drive module that is made chiefly of aluminium.

Measuring 3,964 millimetres in length, 1,768 wide and 1,555 high, the BMW i3 Concept Coupe can be noted for its highly individual proportions. When compared directly to the BMW i3 Concept, the new study has a broader, lower-slung look that serves to highlight its agile nature at first glance. The wheelbase, on the other hand, is unchanged from that of the standard BMW i3 at 2,570 millimetres.

BMW Press Club

BMW - NEW 7 SERIES

- More luxury features and advanced technology delivers outstanding value
- Fuel consumption reduced by up to 25 per cent
- Revised BMW TwinPower Turbo V8 and diesel engines deliver more power and torque
- Eight-speed automatic transmission standard across the range
- EfficientDynamics features now include Auto Start/Stop and ECO PRO mode (except 760Li)
- Rear self-levelling air suspension standard across the range
- Latest generation Professional satnav and optional B&O audio system

BMW's upgraded flagship 7 Series range sets a new standard for value in the large luxury sector with a host of additional luxury and safety features, more powerful and efficient drivetrains, and advanced dynamic and comfort technologies.

Headlining the substantial changes across the range is the addition of the new ActiveHybrid 7 that combines a BMW TwinPower Turbo six-cylinder petrol engine with an electric motor to provide sports performance with substantially reduced fuel consumption and emissions.

This latest generation hybrid system is just part of the significant powertrain upgrades for the new 7 Series that have delivered dramatic fuel efficiency improvements of up to 25 per cent, which include increased power and torque for BMW TwinPower Turbo diesel and V8 engines as well as a refined and efficient eight-speed automatic transmission as standard across the range.

BMW Group Australia Managing Director, Phil Horton said that the introduction of the ActiveHybrid 7 and other BMW EfficientDynamics technologies such as Auto Start/Stop and Driving Experience Control with ECO PRO mode enabled the new 7 Series to provide customers with superb driving performance and leading levels of efficiency.

In addition to this, subtle styling enhancements, and markedly improved comfort provided by new front seats and substantial enhancements to the suspension system including standard rear air suspension, along with additional advanced ConnectedDrive technologies ensures the new BMW 7 Series continues to provide the ultimate in elegant style and refined luxurious comfort.

"The elegant design, luxury features, advanced technology and driving pleasure of the current 7 Series have made it the best selling model ever and now with this substantial mid-life upgrade, it offers customers even better value," Mr Horton said.

"With the launch of the new ActiveHybrid 7 and the application of a variety of EfficientDynamics technologies to improve efficiency across the range, 7 Series buyers can now enjoy all the luxury, driving dynamics and passenger comfort of our flagship model range with reduced fuel costs and environmental impact," Mr Horton said.

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MEMBER STORY - IMPORTERS DREAM

As a young teenage boy in the late sixties, I was fascinated by the urban myth that spread like wildfire around Form 2: the fable of the 'Harley Davidsons buried in oil'.

The story went like this: somewhere in the tropics at the end of WWII, when the US war machine was packing up to head home, someone tipped into a pit a heap of brand new still-in-the-box Army Harleys and covered them with oil. We had on very good authority ('Slugger' from Form 2C), that we could each buy one for $50, but we had to buy a lot of 100 bikes.

Needless to say, a brand spankers 1940-something war surplus Harley dripping with SAE 20W-40 did not ever see the light of day around my school, but it was a fanciful thought for a budding young petrol head.

45 years later, in late 2011, having been based in London for the previous 5 years, a similar opportunity presented itself: to import to Australia our beautiful metallic Sapphire black MY07 E93 330i M Sport convertible, saving a bundle in the process. Whilst not as exotic as the Harley story, it was just as tempting: to import a fabulous car into Oz for a fraction of its value. It all sounded too good to be true, and guess what? - it (almost) was.

I was over-awed by the prospect of a massive financial coup: importing a car worth only $30,000 in the UK that in Australia would cost me $60,000. I removed its plates, and everything else that came off with a pull or a twist, took one last photo of it, and let someone I didn't know drive away with it on low-loader trailer down Fulham Road, West London. It was 24th January, and I didn't see it again until 1st June – almost 19 weeks later!

The main problem with importing a car to Australia is that there is a requirement to obtain a 'Permit to Import a Vehicle'. Apparently it's to ensure that the car you are importing is genuinely a 'personal effect', and that you are not doing this to make a profit, nor to disadvantage the local industry. You can only do it for one car every five years, so trouncing GMH is unlikely, but that's the law. Had I put as much time and effort into doing a paper round, I would have made a lot more money!

Anyway, I did it, and here is the summary of the process:
The Permit you get from the Australian Department of Infrastructure & Transport before you export the car: no permit / no release from Customs, and potentially all you get to take away from the docks is a cubic metre of crushed steel and glass.

It took 2 weeks for me to get the information together and 4 weeks to obtain the permit. Meanwhile our car sat in a Bond Store car-yard for 6 weeks somewhere South of London. When it was finally issued by The DOT in Australia, the permit was sent to our London address. Unfortunately by then I was back in Melbourne. Sigh....

One major risk in this permit process is that you need to send some of your most precious documents half way round the world:

- Proof of ownership covering at least a two year period,
- Proof that you – personally - have driven the car during that time (i.e. you haven't had it mothballed),
- Proof of long-term residence in UK,
- Proof of future residence in Australia,
- Proof of your permanent exit from the UK (Letter of Resignation)
- Proof of employment in Australia (Letter Of Employment),

and, if the car is owned overseas by your spouse, and you are importing it in your name, a whole new raft of conditions are introduced, including

- Proof of 'continuous co-habitation'. (At one point I thought we might have to send in a video!)

MEMBER STORY - IMPORTERS DREAM

Finally, we got it into its own 20' container and 'on the water' as they say. I then had about six weeks to arrange for the car's arrival, during which time I happened upon a miracle – Rowan and Deborah at 'CarTech'. They did a fantastic job of managing the whole Australian end for me - from Customs pick-up to delivering it to me ready for the Australian road.

The issue is, the car arrives un-registered, un-roadworthy and non-ADR-compliant, so it has a number of major processes to undergo:

- Customs & Quarantine clearance,
- VASS Inspection,
- Re-Compliance for Australia,
- RWC, and
- Rego.

To address all those matters, the car has to be transported around on a trailer to the various bodies. CarTech arranged the whole thing, keeping me updated on every step. They took only 2 weeks during late May to do their work, but I was making arrangements with them as early as February. The key to this process is preparation and planning. So, what was the cost, and did we save money? The ledger looks like this:

Shipping & Insurance	$8,415
Customs Taxes and Fees	$4,032
Steam Clean by Customs	$660 (Oil on floor mats)
Pick up from Customs	$205
Motor Vehicle Duty	$2,000
ADR Compliance	$415
RWC	$330
Child Seat Restraint rework	$1720
(ANZ have the toughest regs in the world)	
VicRoads (Reg, Duty, TAC)	$928
Misc	$246

It cost a total of $17,550 to get it to Australia and legally running on our roads, and that didn't count the $30,000 forgone sale in the UK. All up, it had cost us $47,550!

Was it worth the cost? To determine that we had to compare the two scenarios; either:

1. Sell it in the UK and buy the 'same' car in Australia, or
2. Import it.

The calculations are:

Forgone sale price in UK:	$30,000	(£20,000 was all it was worth in the UK)
All importing costs:	$17,550	
Total 'spent':	$47,550	
Buying the 'same' car in Aus:	$60,000	
Saving:	$12,450.	

So, with a saving of $12,450, I got a car I know, I didn't have to sell our car in the UK, nor buy another car in Australia, but we had all the effort and risk to do the importation.

Now that it's here, we love it.

Was it worth it?.... just.

Brian Wharton

THE BMW CONCEPT 4 SERIES

The latest generation of the BMW 3 Series Coupe and Convertible leads the way worldwide in the premium mid-range coupe and convertible market. Indeed few, if any, rivals have made such a defining impact on this segment in terms of design, dynamics and efficiency.

Now, with the unveiling of the BMW Concept 4 Series Coupe, BMW is looking ahead to the fourth generation of its sporty mid-range coupe – and reasserting its global leadership credentials in the process.

The "4" – a sign of greater exclusivity and presence.
The BMW Concept 4 Series Coupe adds a new dimension to the qualities of the BMW 3 Series Coupe in terms of aesthetics, dynamics and elegance. The "4" doesn't just mark the start of a new cycle, it represents the zenith of a development curve. BMW has given the new model its own individual character and a standalone design – and, in so doing, has turned "4" into segment shorthand for aesthetic and dynamic appeal. The latest addition to a nomenclature that sees BMW building on the fine tradition of its large BMW 6 Series and BMW 8 Series Coupes, the "4" stands for greater sportiness, greater exclusivity and even clearer differentiation from the BMW 3 Series range.

The design: a development curve reaches its zenith.
The BMW Concept 4 Series Coupe allows the driver to experience the essence of this new, sporting and elegant generation of car in the lap of contemporary luxury. An array of high-quality details provide an exclusive showcase for the car's perfectly balanced coupe proportions. Inside, the expertise of BMW Individual, skilled handcraftsmanship and carefully selected materials combine to create a supreme interior. The role of BMW Individual in the BMW Concept 4 Series Coupe's development clearly underlines the brand's commitment to challenging itself constantly in pursuit of perfection.

Lower and wider stance sharpens dynamics before a wheel is turned.
The dimensions of the BMW Concept 4 Series Coupe imbue the car with a dynamic presence even when it is standing still. The wheelbase (2,810 mm) is 50 millimetres longer than that of the existing 3 Series Coupe, while 45 mm has been added to the front track (1,545 mm) and 80 mm to the rear track (1,593 mm). At 1,826 mm wide, the BMW Concept 4 Series Coupe is 44 mm broader than its predecessor, its roof line is 16 mm lower (1,362 mm) and it is also longer (4,641 mm) – all of which makes for exceptionally dynamic proportions.

Perfection in proportions.
A BMW Coupe is surrounded by a halo of fascination, and one glance tells the observer all he needs to know about the driving experience on offer. The elegant lines and athletic surface interplay of the BMW Concept 4 Series Coupe embody the qualities and expertise of BMW design and shine out through its sporting silhouette. The car's proportions also fit the familiar BMW template: its long wheelbase, long sweeping bonnet, set-back passenger compartment and short overhangs propel the BMW Concept 4 Series Coupe forwards even before its engine stirs into life. At the same time, its stretched proportions exude a very athletic elegance – the rear wheel arches mark the widest point of the car, emphasising the point – and taut lines and surfaces etch emotion and precision into the body. The Coupe's sophisticated detailing also captures the imagination on closer inspection.

Functional elements such as air intakes and vents, door openers and exterior mirrors are given a stylistic lift by classy satin-finish aluminium accents. The exceptional dedication of the designers in achieving the right look for each particular function is evident in every one of these details.

THE BMW CONCEPT 4 SERIES

Precision and sportiness in the front seats.
Precise contours and multifaceted surfaces define the striking face of the BMW Concept 4 Series Coupe. The hallmark BMW front-end features, notably the kidney grille and twin circular headlights, have a slim, sporty design and ensure the BMW Concept 4 Series Coupe is immediately recognisable as a BMW. The front-end design displays a clear link with the BMW 3 Series family, but its sporting take on the theme accentuates the dynamic leanings of the BMW Concept 4 Series Coupe.

The new concept car lavishes both front-end design icons with meticulous detail and three-dimensional depth. The kidney grille is closed off in the interests of optimising aerodynamics and keeping fuel consumption low, and the areas between the elaborately designed, satin-finish grille slats are blanked off by dark surfaces.

The two vent surrounds on either side of the intake replicate the contours of the hexagonal headlight graphics to lend the front end an even wider and more sporting look. Three strikingly sculptured, satin-finish aluminium trim elements in the intake provide added presence. Eye-catching and extremely width-accentuating, they give the aperture a sporty three-way split. The sides of the two flanking vents are of differing thickness and lend the front end a particularly dynamic appearance.

At the same time, they mark off specific areas of the intake for brake and oil cooling and for the Air Curtain. This EfficientDynamics feature channels the incoming air around the outside of the wheels, ensuring the airflow “hugs” the wheel arches and fuel consumption is noticeably reduced as a consequence.

A side order of power and elegance.
Flowing, typically BMW proportions and a stretched silhouette define the athletically elegant side view of the BMW Concept 4 Series Coupe, with elongated lines and expressively contoured surfaces providing a lively interplay of light and shadow. The gently downward-sloping roofline – a classic coupe feature – creates a smooth transition into the rear, stretches the overall appearance of the car and takes the elegant route to accentuating the sporting appeal of the car’s flanks. The side windows also adhere to the slim and stretched theme.

The striking exterior mirrors extend organically out of the shoulderline and provide another example of the eye for detail which allows aerodynamic function to be integrated neatly and with emotional appeal into the car’s form. The BMW Concept 4 Series Coupe boasts elegantly moulded shoulders, and surfaces and volumes blend harmoniously as the roof slopes down into the rear. The result is a sporty C-pillar design, which merges flawlessly into the sleek silhouette.

Below the side windows, the “double swage line” familiar from the BMW 3 Series range lends the car a dynamic sense of forward motion. The shadowed surface above the rear wheel shrinks significantly below the swage line. This accentuates the muscular contours around the rear wheels, emphasising the car’s dynamic flair and hallmark BMW rear-wheel drive.

The Air Breather, an aerodynamically effective aperture behind the front wheels, offers another pointer to the sophisticated aerodynamics of the BMW Concept 4 Series Coupe. It draws a dynamic path between the two light surfaces of the car’s flanks, replicating the prominent form of the stylistic front-end elements. The Air Breather brings together the priorities of BMW EfficientDynamics and time-honoured BMW design, and works in tandem with the Air Curtain in the front apron to ensure an effective reduction in drag around the wheels. Exclusive 20-inch light-alloy wheels add the finishing touches to the car’s dynamically elegant silhouette. Their sophisticated, prominently three-dimensional multi-spoke design underscores their air of sporting elegance.

BMW Concept 4 Series Coupe.
This dynamic use of lines continues into the door design. All the lines streak backwards towards the rear of the car, thus pulling the focus of the interior clearly towards the front. At the same time, clearly defined surfaces around the window sills and door trim panels converge via the B-pillar into the rear in a tightly structured horizontal movement and connect the front and rear compartments.

The arrangement of volumes around the doors, side walls and window sills forms a kind of cocoon around the passengers and generates a sporty and secure sense of space. Added to which, the strong contouring of the rear seats makes them appear like two individual seats joined together, emphasising once again the sporting instincts of the BMW Concept 4 Series Coupe.

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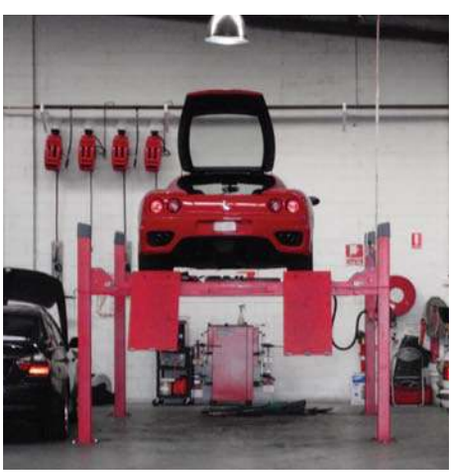

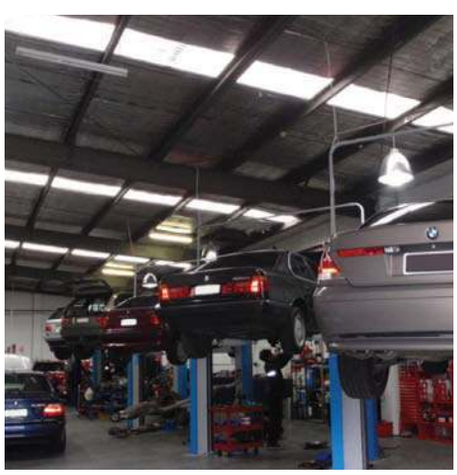

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BMWCCV EVENT - CHRISTMAS CRUISE

Club members gathered on Sunday 9 December for the final cruise of 2012.

Our meeting point was BP Outbound, on the Calder Freeway. This is clearly a popular departure point for car club events. We shared the parking area with a gaggle of Australian muscle cars, a handful of American classics and three Lotus 7's that huddled together in a corner.

After a briefing from Rodney Bateman, we headed for Romsey along a well selected assortment of back roads. One L plate driver received an unexpected surprise when a long line of BMWs passed in the opposite direction. Clearly the back roads of Romsey are not always as quiet as you might expect on a Sunday morning.

At this point, Teddy maintained the tradition he had established on the Brisbane Ranges' cruise and managed to lose contact. Fortunately, the loss was temporary and he was quickly reunited with the pack before we reached Romsey and the Sicilian Vespas Café.

At the café, staff were very accommodating and the barista quickly established a supply line that delivered urgently needed coffee for both drivers and crew. The stop provided an excellent opportunity for everyone to catch up for a chat.

Following the pit stop, our convoy headed out of Romsey and proceeded to Mt Macedon. The township was looking particularly picturesque, although Rodney didn't back-off the pace so we could enjoy the view. Macedon has regained much of its former splendor. It is amazing how quickly a town can recover from a devastating bushfire.

Our next stop was Macedon Views. The restaurant certainly lives up to its name. It also provides a generous buffet meal with plenty of variety. We were all tempted to make more than one trip to the cavery.

Father Christmas made an appearance at this point. Although he was supposed to be handing out gifts, he could be tempted to sit on a few laps along the way. It was notable that Father Christmas was able to find so many car related products. He clearly has an eye for detail and judging by the number of cleaning products in his sack, there should be no excuse for club members to have dirty cars at the next club function.

There was also a Christmas Raffle drawn after the lunch. The lucky hamper winner was the McConnell Family.

New members Janice and Graeme attended the Christmas lunch. Welcome you to the club and we look forward to seeing you at many more events.

As this was the last official meeting for the year, it provided the opportunity to wish all members a safe and relaxing Christmas. We can look forward to a full calendar of events in 2013, including the Nationals at Phillip Island.

David Melvin

ANNUAL MEMBERSHIP FEES

Full 1-year Single Membership (BMW Owner)	$75
Full 1-year Joint Membership (BMW Owner + 2nd person at same address	$85
Associate 1-year Single Membership (Non-BMW Owner)	$75
Associate 1-year Joint MembershIp (Non-BMW Owner + 2nd person at same Address	$85

BMWCCV EVENT - CHRISTMAS CRUISE

40 YEARS OF ELECTRIC MOBILITY

When the first production version of the BMW i3 rolls off the assembly line in Leipzig in late 2013, it will mark the provisional culmination of 40 years of development work at BMW. It all began at the 1972 Olympic Games in Munich, where the BMW starting line-up included two electrically powered test vehicles.

The converted BMW 1602 models served as a means of transport for the members of the organising committee, and were also deployed as support and camera cars in various long-distance events. However, there could be no questioning that lead batteries weighing 350 kilograms and with a range of around 60 kilometres (37 miles) were hardly ideal for a production car.

BMW therefore launched a series of research and development projects with the aim of bringing an improved and, above all, more efficient technology for electric drive systems onto the road.

From late 1975, an experimental vehicle built on the platform of the BMW LS and fitted with new batteries and a new electric motor started to deliver the first findings. Then, in the 1980s, a research project was launched entitled “Electric car with high-energy battery”, which provided valuable experience in the use of sodium-sulphur energy storage devices.

BMW furthermore constructed a special test rig for electric drives with a built-in output calculator. Besides the batteries, testing here focused primarily on the drive system and drive control. To trial the concept, eight vehicles based on the BMW 325iX were converted and subsequently proved their merit in inner-city use, for example as delivery vehicles for the German postal service.

The promising results of the research project prompted BMW to start work on designing a pure electric vehicle. Whereas previous experimental vehicles had been merely converted versions of standard production models, providing little scope for tailoring them to the specific requirements of an electric drive, this was all about to change. BMW’s work was underpinned by the realisation that the limited range of electric cars made them of interest for city use first and foremost.

The first purpose-built solution was unveiled at the 1991 Frankfurt Motor Show: the BMW E1, an electrically propelled “citymobile” for use in cities and conurbations. Even back then, this prototype stood out for its low weight and high safety levels thanks to its consistent lightweight design and high-strength bodyshell.

Its performance capabilities also made impressive reading: with an output of 32 kW, a peak torque of 150 Nm (111 lb-ft) and a range of around 160 kilometres (100 miles) its attractive key figures made it a viable possibility for day-to-day use, too.

In addition to the five E1 prototype vehicles, the project also featured 25 converted production models based on the BMW 3 Series. Between 1992 and 1996, eight BMW 325 models were in service on the island of Rügen off Germany’s Baltic coast to test out various motors, transmissions and batteries under everyday conditions. The field trial produced large quantities of detailed data, which provided valuable insights for the further development of electric mobility. The project came to a conclusion with the BMW electric in 1997.

In 2008, a fleet of around 600 all-electric MINI E models designed for private, everyday use took to the roads. The findings gleaned by the BMW Group from its pilot project were channelled straight into the development process for a production car. The potential of lithium-ion batteries in particular was taken to new heights in the MINI E.

Just one year later, the world premiere of the BMW Concept ActiveE in early 2010 saw the BMW Group push even further ahead with its research and development activities. Practical trials of over 1,000 units of this model got under way in 2011.

As with the MINI E, the overriding objective was the creation of a Megacity Vehicle (MCV), which is now on the verge of being launched as the BMW i3. The electric drive system in the BMW i3 Concept is a perfect example of what ongoing, systematic development can achieve: it takes up around 40 per cent less space than the drive in the MINI E while generating the same output.

A comparison (Page 17) with the MINI E clearly illustrates the technical progress made by the BMW Group in the space of just a few years: the electric drive system in the forthcoming BMW i3 takes up around 40 per cent less space than in the experimental vehicle from 2008 while generating the same output.

BMW Press Club

40 YEARS OF ELECTRIC MOBILITY

BMW 1602 Electric (1972):
Motor: DC shunt-wound motor (Bosch)
Continuous/peak output: 12 kW / 32 kW
Energy storage: 12 lead-acid starter batteries (Varta)
Capacity: 12.6 kWh
Weight: 350 kg
Top speed: 100 km/h (62 mph)
Acceleration 0-50 km/h (31 mph): 8 sec
Range in city traffic: 30 km (19 miles)

BMW LS Electric (1975):
Motor: DC series motor (Bosch)
Continuous/peak output: 8 kW / 17 kW
Energy storage: 10 lead-acid traction batteries (Varta)
Capacity: 10.8 kWh
Weight: 318 kg
Top speed: 65 km/h (40 mph)
Acceleration 0-50 km/h (31 mph): 11.4 sec
Range in city traffic: 30 km (19 miles)

BMW 325iX (1987-1990):
Motor: DC shunt-wound motor (ABB)
Continuous/peak output: 17 kW / 22 kW
Energy storage: Sodium-sulphur high-energy battery
Capacity: 22 kWh
Weight: 265 kg
Top speed: 100 km/h (62 mph)
Acceleration 0-50 km/h (31 mph): 9 sec
Range in city traffic: 150 km (93 miles)

BMW E1, 1st/2nd generation (1991-1993):
Motor: Permanently excited rotating-field AC motor
Continuous output: 32 kW
Energy storage" Sodium-sulphur high-energy battery / sodium-nickel chloride high-energy battery
Capacity: 19.2 kWh / 19 kWh
Weight: 200 kg
Top speed: N/A
Acceleration 0-50 km/h (31 mph): 6 sec / 5.6 sec
Range in city traffic: 150 km (93 miles)

BMW 325 / BMW electric (1992-1997):
Motor: Permanently excited rotating-field AC motor
Continuous output: 32 kW / 45 kW
Energy storage: Sodium-nickel chloride high-energy battery
Capacity: 21.7 kWh / 29 kWh
Weight: 260 kg /350 kg
Top speed: 128 km/h (80 mph) / 135 km/h (84 mph)
Acceleration 0-50 km/h (31 mph): 8 sec / 6 sec
Range in city traffic: 120 km (75 miles) / 150 km (93 miles)

MINI E (2008):
Motor: Asynchronous motor
Output: 150 kW
Energy storage: Lithium-ion battery
Capacity: 35 kWh
Weight: 260 kg
Top speed: 152 km/h (94 mph)
Acceleration 0-100 km/h (62 mph): 8.5 sec
Range: 250 km (155 miles)

BMW ActiveE (2010):
Motor: Permanently excited hybrid synchronous motor
Output: 125 kW
Energy storage: Lithium-ion battery
Capacity: 32 kWh
Weight: 450 kg
Top speed: 145 km/h (90 mph)
Acceleration 0-100 km/h (62 mph): 9 sec
Range in city traffic: 160 km (100 miles)

BMWCCV EVENT - CHRISTMAS SHOW N SHINE

Photo's courtesy of Simon Wilkins

BMWCCV EVENT - CHRISTMAS SHOW N SHINE

Photo's courtesy of Simon Wilkins

M3 v C63 (and a Lambo Performante thrown in for good measure)

(BMWCCV Winton Driver Training #2 September 2012)

Marc Warshall
mwarshall@hotmail.com

Most families' idea of a road trip is cramming into a car together for some long boring drive. Things are a little different in our family where our idea of fun is piling into our own cars for a fun filled driver training day. The 3 of us (plus the boyfriend/girlfriend of course) headed up the Friday night to stay in Benalla so we could be all fresh and ready for Saturday morning. Our mother stayed at home as a day around a track isn't her idea of fun which shows that the gene is passed down through the male.

After what still seemed like an early start we filled up on Maccas breakfast and coffees and headed to the track. After the usual safety and track briefing from Graeme Bell and the other BMWCCV volunteers (which are mostly the Bell family) we split into our groups and awaited our turn.

My intention was to get a go in all 3 of our cars but of course I started with mine (C63). Seems I had some pent up spirited driving to practice because not to far into my session I managed to trigger limp mode in the C63, the thing wouldn't rev past 3500 RPM, wouldn't let me manually change gears and restricted acceleration. That was the first lesson for the day; zi Germans who design the Stuttgart variety of Bahn-stormer are less forgiving then those from Munich and keeping the car in the 7500-8000 rev range will result in the car thinking it's overheating. The last time I got a car into limp mode was my Aston Martin at Deca, I remember freaking out that time but this time I knew exactly what had happened. After frustratingly finishing my last laps, we pulled back into the pits and I let Darth (her name) rest up to reset out of limp mode.

The next laps out were much better. I was shifting much earlier and letting the torque (all 600nm of it) pull me out of corners which also resulted in a smoother and most likely quicker lap (these sessions are untimed as they are driver training and not track days). After 1 session I had already improved my driving and learnt heaps about my car, the day had already paid for itself.

On the 3rd session I decided to ask dad if we could swap. He was happy to sit out and so I got to take the Lambo out. Although I had taken dad's Lambos out on tracks plenty of times (this is his 4th Gallardo), I had never had the pleasure of taking out a semi race car iteration of a Gallardo.

I could immediately notice the 200KG less (not that a standard Gallardo is heavy!) and the semi slicks. After the first lap you couldn't wipe the smile off my face. I was a bit worried about my partner, Kate, in the

passenger seat as this was her first track day and being a passenger can be daunting when you have no control but apparently her smile was just as big. As with the last time I got to take a Lambo at Winton, it makes you want to go faster each and every lap, daring you to

find its limits. I felt I was getting better and going faster each lap and I don't think I came close to finding its limits. I still felt like an absolute pro because the AWD, grip and power make you feel like an F1 driver but it would be interesting to see what someone with some actual racing skills could get out of it. What a machine, I didn't want to step out of it.

The next session my sister was kind enough to agree to a swap, in her session she'd take out the C63 and in my session I took out her M3. Initially the M3 feels unimpressive compared to the C63 and Lambo purely on power and torque. It almost feels like it is lacking in this area. However once you realise that is (and never was) what an M3 is about, you start to see how well balanced and what a precise track weapon the car is. Although it wasn't noisy and it didn't have the straight line pull, within a couple of laps I could already feel I was going faster than in the C63 which kills it on torque (200nm more) and even on power. Where the C63 feels like an absolute sledgehammer and throws power (make sure you say that in a Clarkson voice) at everything, the M3 is a scalpel that delicately cuts exactly where you want it to. Of course the Lambo isn't even comparable as it is in a different league.

At the end of the day, all 3 of these cars make amazing track day cars and I feel like the luckiest person in the world that I have a family where I can drive these cars regularly. The thing that might surprise most is the immense price difference between the C63 and the M3. As optioned the RRP on the M3 is around $220k where as the C63 is $168k (with only one option yet it has more 'features' than the M3). So with an over $50k RRP price difference, if you were picking between these 2, I'm not sure you'd go an M3 which offers less practicality and in the real world, on real roads and not on a track, far less fun and satisfaction (all you need to do is listen to the engine note of the C63 and love is born). Although when you look at the RRP of the Lambo at $700k, you couldn't really say it's 3 times as good although every time I think about doing laps in it again I can't help but smile. It's all relative...

Thanks again to Graeme, Chris, Jess and Sean Bell (as well as the other volunteers) for a great day, I look forward to the next one.

25 YEARS OF BMW 12-CYLINDER ENGINES

BMW's second-generation 7 Series, unveiled in 1986, featured two new top-of-the-range sedans whose formidable six-cylinder in-line engines generated universal enthusiasm in the motoring media. Nevertheless, it was an open secret that an even bigger star was waiting in the wings: the first German 12-cylinder luxury model in half a century.

Expectations were running high, fuelled by BMW's release of various advance details of the new model's technical specifications. In September 1986, one news magazine informed its readers: "BMW will be opting for an aero engine-style design. That means most engine systems on the 12-cylinder 7 Series model, which is due for market release in June 1987, will be duplicated. There will even be two lambda sensors. And even if half the engine capacity failed, for some reason, speeds of over 200 km/h would be possible even on just six cylinders." Last but not least, BMW's development chief at the time was quoted as saying: "if the engineers wanted to go for nothing but the best of everything, we didn't try to stop them."

The rumour mill was rife with speculation about the future top-of-the-line engine's capabilities. One story doing the rounds claimed that: "BMW is doing everything it can to promote a sense of exclusiveness and cachet. They even want the licensing authorities to allow them to state the performance not in figures but in words – to the effect that the engine is appropriate in power and performance for the requirements of the vehicle."

In February 1987, BMW finally put an end to the speculation and released the technical specifications of the 12-cylinder engine in the new BMW 750i, ahead of its world debut at the Geneva Motor Show the following month. The new engine, which had been designed completely from scratch, would develop 300 horsepower from a displacement of five litres. Its refinement, low noise levels and excellent balance between performance and fuel consumption set new benchmarks in engine design. These objectives were achieved by using state-of-the-art technologies and a raft of innovative ideas right across the board. In short, the BMW 750i's 12-cylinder engine had been built with the aim of setting a new and groundbreaking benchmark that would occupy the highest echelons of automotive engineering.

"Definitely the finest engine built": over 3,000 pre-orders even before its Geneva debut.
The motoring media had no doubts at all. The 12-cylinder engine, seen first-hand at last in Geneva, was "definitely the finest engine ever built by the Munich engine plant". Visitors flocked to admire a compact exhibit comprising the V12 engine, transmission block and front axle. Illuminated display boards revealed the advantages of this engineering masterpiece such as its "unlimited power combined with silky-smooth running". This was illustrated by a picture showing "coins balanced on the engine block which remained upright even when the engine was running".

The market – and not just confirmed BMW customers – had long been waiting for a luxury sedan like this: the sales office had received over 3,000 pre-orders even before the first official showing of the BMW 750i. And in due course, just 10 months after the launch of the first models in the new BMW 7 Series, the new flagship 12-cylinder model joined the range as well.

It was offered in two versions: the 750i and the 750iL long-wheelbase version. Both were a class apart: an all-new vehicle as impressive in terms of individual details as in its overall balance, and harmoniously mated with an engine of unprecedented power and refinement. At the same time there was no denying the close affinity between the 750i and its two six-cylinder siblings, the 730i and 735i.

The timelessly modern sedan, with its elegant, crisp, uncluttered lines, epitomised the distinguished sporty elegance of the new 7 Series. Nevertheless, small but subtle differences set the flagship model apart.

Hallmarks: wider twin-kidney grille and squared-off exhaust pipes
It was the frontal view of the 12-cylinder model that was most distinctive. The BMW twin-kidney grille and the vent on the bonnet were considerably wider than on the other models due to the increased cooling requirements, further accentuating the dynamic elegance of the 12-cylinder model. The six- and 12-cylinder 7 Series models could also be told apart by their tailpipes, which on the 750i were squared off, symbolically echoing the kidney grille at the front.

The long-wheelbase 750iL was particularly distinguished and elegant in appearance. Not only was it 114 millimetres longer than the other 12-cylinder model, its lines were even more refined and – a particularly important requirement – it offered easier boarding and alighting for passengers as well as even more generous space at the rear. The extra length was added in the rear door area, leaving the front and rear overhangs untouched.

The big advantage of this solution was that it left the weight distribution between the front and rear axles largely unchanged. As a result, the excellent handling of the BMW 7 Series in general was a hallmark of the long-wheelbase version too. It boasted what all the experts had cited about the other 7 Series models too: it combined the spaciousness of a luxury sedan with the easy handling of a compact car. So even in this BMW segment, the accent remained firmly on driving enjoyment.

25 YEARS OF BMW 12-CYLINDER ENGINES

BMW 750iL: long-wheelbase version offering superlative comfort.
The BMW 750iL set new standards. Many of its functions, based on the advanced electronics of the 7 Series, were unique. The BMW 750iL was equipped as standard with a four-speed automatic transmission, while likewise standard-fitted self-levelling rear suspension maintained a constant ride height at all times, and a new on-board computer monitored all vehicle functions. Also new was the Servotronic power steering system. The principal advantage of this system was that unlike conventional power steering systems, which were engine rpm-based, this new electronic system was solely vehicle speed-based, and therefore offered a wider range of power assistance.

When the vehicle was stationary, the steering could literally be turned from lock to lock using a single finger, yet conversely, when driving at speed, the system provided the kind of direct road feel previously confined to the sportiest of such systems. Features like the new high-pressure headlight washer system, the high-intensity windscreen washer and the infrared central locking system completed the specification list.

The L-version's occupants were treated to the highest levels of comfort. A new feature was the automatic climate control with separately variable temperature control for the two sides of the vehicle and pre-programmable auxiliary ventilation. This climate control system also provided three different automatic air distribution settings. These three programmes could be separately selected for the driver and passenger sides of the vehicle, giving a total of six different options. It was also possible to separately control the footwell air distribution. The interior came with fulled nappa leather upholstery as standard.

A handsome masterpiece: the 12-cylinder engine.
Of course, the absolute highlight of the BMW 750i was its 12-cylinder engine. The aim had been to break new ground in engine technology at the highest end of the car market – and the results made a handsome sight.

The five-litre V12 alloy engine set a new benchmark with an overall weight of 240 kilograms. Its maximum output of 300 hp at 5,200 rpm, with a specific output of 60 hp per litre of displacement, and maximum torque of 450 Newton metres at 4,100 rpm, went beyond any comparable competitor offerings of the time – even including engines without exhaust aftertreatment – and often by a large margin. This was achieved by using the very latest technologies and by the introduction of innovative ideas across the board.

Above all, the BMW 12-cylinder engine set out to combine optimal functional qualities with low weight. That inevitably meant using an aluminium crankcase. The two cylinder banks were positioned at an angle of 60 degrees and their main dimensions were similar to those of the 2.5-litre engine used in the BMW 325i, including a bore of 84 millimetres.

The forged seven-bearing crankshaft had a 120° crankpin offset, while the trapezoidal bowls in the piston crowns formed part of the combustion chambers. The result was added volume, with centrally positioned spark plugs, within compact dimensions. The advantages were short flame paths and virtually complete mixture combustion. The absolutely identical cylinder heads had very narrow valve angles and vertical inlet ports. Like the pistons, they were designed to ensure excellent cylinder charging and thus high internal efficiency.

Also groundbreaking on the new 12-cylinder unit was the engine management system: two entirely separate state-of-the-art electronic management systems, one for each bank of cylinders, controlled fuel injection and ignition. A particularly advanced feature was the interfacing between the engine management and other electronic systems such as the transmission controller and the ASC and MSR stability programmes.

25 YEARS OF BMW 12-CYLINDER ENGINES

15 years in the making: the forerunners of the V12.
The engine of the 750i was the first post-Second World War 12-cylinder engine from a German manufacturer to appear in production form. But it was not the very first 12-cylinder engine BMW had actually built during that time. Following the development of the legendary BMW six-cylinder engine of 1971, it was decided in early 1972 to carry out exploratory work on a 12-cylinder engine under the project codename M33.

The obvious solution was to combine two six-cylinder units to create a V12 with 60-degree cylinder bank angle. By 1974 an engine had been built which had a displacement of five litres, was equipped with petrol injection and developed maximum output of 300 hp.

However, with a weight of 315 kilograms, this engine was too heavy. Therefore, BMW began a second development project based on the newer, smaller six-cylinder engine. The M66, too, was a 60-degree V12, and two displacement versions – 3.6 and 4.5 litres – were developed. The larger version, whose output was bench-tested at 275 hp in 1977, was 40 kilograms lighter than the M33.

However, in due course this project, too, was shelved due to the increasingly critical situation on the world energy markets, which was hardly the right climate in which to launch a 12-cylinder sedan.

By 1982 the situation had eased significantly, and in November of that year the BMW development team resumed their talks. It was not long before it became clear that this time the new top-of-the-line engine would not simply be created by merging two existing six-in-line engines. Instead, it was decided to develop a new engine from scratch. Design work began on December 1, and less than a year later, in early October 1983, the first powerplant was already purring away on the test bench.

BMW 750i: the right concept at the right time – and still an impressive machine today.
This engine, which in due course made it to the production line, gave the new sedan impressive performance: “The power comes on stream without any fuss whatsoever, and without any hint of aggressiveness. At the same time the effortless and smooth power delivery is coupled with powerful acceleration, which commands respect. And in terms of smoothness, the BMW machine is definitely streets ahead,” reported Germany’s leading motoring magazine, clearly impressed. “Upwards of 150 km/h, you won’t even hear the V12 engine at all; any sounds from it are replaced by road noise and wind noise. The typical BMW dynamic performance leaves nothing to be desired either.

With its smooth revving up the range and eager acceleration, you almost want to rev the engine just for the fun of it,” enthused one tester. “You can feel your head being gently but firmly pushed back as the vehicle accelerates – which it continues to do until the speedometer needle has climbed to just over 260 km/h. Even at top speed, this long 12-cylinder model maintains an impeccably straight line.” In agreement with other vehicle manufacturers and taking into account the tyre capabilities of the time, the top speed of the BMW 750i was electronically limited to 250 km/h. Otherwise the car would have been perfectly capable of carrying on up to a top speed of around 270 km/h.

That first 750i has lost very little of its appeal, even today. “The driving experience in the large BMW is as awesomely effortless as the styling,” reports a leading classic car magazine. “The car purrs with energy, it has amazing capabilities, and its smoothness and balance are exemplary. Slip it off the leash and its attacking instincts are ferocious. The short-wheelbase version in particular is a sports car in all but name.” Clearly, the first BMW 750i was, is and remains an exceptional automobile.

1994: a new 750i – more powerful, refined and fuel-efficient.
In July 1994, the meteoric career of the first 12-cylinder BMW 7 Series model drew to a close, as the first 750i bowed out to make way for a new generation. Around 50,000 of these cars had been sold. In other words, almost one in six 7 Series models were fitted with the V12 engine. Clearly, the aim of placing such a special flagship at the head of the model range had been a complete success. It was a foregone conclusion therefore that the third BMW 7 Series would be headed by a 12-cylinder model too. The first customers took delivery of this new BMW 750i in autumn 1994.

The BMW’s head of development, speaking at the press launch, commented: “We’ve done our level best to raise the bar yet again.” The new sedan boasted exceptional qualities: generous comfort, low vibration and noise, excellent suspension and an ergonomic, luxurious interior. Developed on the basis of the M70, the M73 had a displacement of 5.4 litres and produced maximum output of 326 hp. The increase in maximum power had not, however, been the primary development goal.

25 YEARS OF BMW 12-CYLINDER ENGINES

The third BMW V12 sedan: 760i with direct injection and active suspension.
The BMW 750i continued to carve out a successful career, and sales of the first two generations of the 750i/iL had reached exactly 73,776 units by the time the next BMW 7 Series was introduced to the public in autumn 2001. The new model's typical BMW qualities quickly positioned it as the trendsetter in the luxury class. The innovative, intuitive iDrive controller and the characterful design language confirmed BMW's position as a technology and innovation leader. And a new 12-cylinder flagship soon followed, in late 2002.

Bristling with high-end drivetrain technology and luxurious specification, the 760i/Li top-of-the-line models, whose six-litre V12 engine delivered a maximum output of 445 hp, set new superlatives in automotive engineering, above all with their 12-cylinder engine – the world's first ever direct-injection 12-cylinder unit. The new model also boasted four valves per cylinder and VALVETRONIC fully variable valve timing.

Also, no other luxury-class sedan offered customers such a wide choice of options for tailoring this high level of driving refinement to their own personal requirements. The highest, and optimal, specification level was an unprecedented combination comprising the 12-cylinder engine, six-speed automatic transmission, Dynamic Drive active suspension, EDC-K Electronic Damper Control and pneumatic rear suspension.

The new BMW 760i/760Li: top performance in every way.
Needless to say, the current BMW 7 Series likewise includes a 12-cylinder flagship model. Its engine, internally codenamed the N74, was completely redeveloped in 2009. Thanks to BMW TwinPower Turbo technology, direct petrol injection and Double-Vanos continuously variable camshaft timing, this new V12 sets the benchmark not only for performance and refinement but also for remarkable efficiency.

Displacing 497.7 cc per cylinder, the engine offers exactly the dimensions acknowledged by engine specialists as ideal. A bore of 89 millimetres and a stroke of 80 mm provide a ratio between these two parameters of 0.9. This turbo-charged engine (compression ratio 10.0:1) develops maximum power of 400 kW/544 hp at 5,250 rpm from a displacement of 5,972 cc. Peak torque of 750 Newton metres is maintained between 1,500 and 5,000 rpm.

With the standard-fitted 8-speed automatic transmission, the BMW 760i achieves a 0 – 100 km/h acceleration time of just 4.6 seconds, on the way to an electronically limited top speed of 250 km/h. Nevertheless, average fuel consumption is just 12.8 litres/100 km, corresponding to CO2 emissions of 299 g/km.

Every aspect of the all-aluminium engine block was designed to provide maximum rigidity combined with reduced weight – for example with a "closed-deck" crankcase design, i.e. the cylinder head is bolted to the crankcase bedplate for maximum rigidity. And with its 60-degree cylinder bank angle, the V12 comes closer to the physical optimum in terms of vibration performance than any other engine of this type.

It all results in a remarkable engine sound. At idle and when driving at constant speed, you would have to look at the rev counter to be absolutely sure that the engine was running. Controlled by the engine management system as a function of engine operating parameters, rear silencer exhaust flaps precisely match the engine sound to the current driving situation. At higher rpm, for example, the engine sound gives the driver audible feedback on the amount of power being delivered. Particularly vehement acceleration is accompanied by a powerful V12 sound, which faithfully reflects the dynamic character of the BMW 12-cylinder engine.

BMW Press Club

BMW E30 RACING – 2012 CHAMPIONSHIP

Round 4 – Winton (June 9th - 10th)

ID	Car No:	Competitor	Race 1		Race 2		Race 3		Race 4		Qualifying Rank	Qualifying Fastest Lap	Race Total	Round Points	Round Position	Cumulative Total	Current Position
			Pos	Pts	Pos	Pts	Pos	Pts	Pos	Pts							
1		**E30 Racing**															
As	54	Alan Saint	2	22	1	25	1	25	1	25	1	1:39.0489	97	25	1	117	1
Sa	12	Stan Armstrong	1	25	2	22	2	22	2	22	2	1:39.6743	91	22	2	80	3
Bb	34	Brian Bourke	3	20	3	20	3	20	3	20	2	1:39.6743	80	20	3	55	6
DL	77	David Levy	4	18	5	16	4	18	4	18	6	1:41.5912	70	18	4	31	12
PO	66	Glen Potter CBR	5	16	4	18	6	15	5	16	4	1:40.1602	65	16	5	51	8
SS	18	Steve Seizis	6	15	6	15	5	16	6	15	5	1:40.2774	61	15	6	83	2
MS	6	Michael Stillwell	8	13	8	13	9	12	7	14	7	1:41.6329	52	12	9	67	5
DB	36	Dan Birt	9	12	11	10	8	13	8	13	10	1:43.2190	48	13	8	33	11
JA	64	John Angiolella	10	11	10	11	10	11	10	11	9	1:43.2024	44	12	9	73	4
SE	17	Sebastian Hammond	DNS		9	12	7	14	9	12	11	1:43.9737	38	11	10		
GP	50	Gary Pearce	7	14	7	14	11	10	DNS		8	1:41.9654	38	11	10	25	15
		Audi Quattro															
AT	38	Adrian Taranto	1	25	DNS		DNS		DNS		1	1:42.7719	25	9	14		
		E30 Non-Spec															
Sb	20	Sean Bell	1	25	1	25	1	25	1	25	1	1:38.8976	100	25	1		
Ab	66	Anton Bergman	DNF		2	22	2	22	2	22	2	1:40.1602	66	15	6	15	20

ID	Car No:	Competitor	Fastest Lap (information only)				Current Best Lap	Personal Best Lap
			Race 1	Race 2	Race 3	Race 4		
1		**E30 Racing**						
As	54	Alan Saint	1:38.7974	1:38.8492	1:38.9465	1:39.1224	1:38.7974	**1:38.7974**
Sa	12	Stan Armstrong	1:38.7612	**1:38.7226**	1:39.3781	1:39.0130	1:38.7226	**1:38.7226**
Bb	34	Brian Bourke	1:39.9191	1:39.7261	1:39.8695	1:39.8625	1:39.7261	**1:39.7261**
DL	77	David Levy	1:40.8321	1:40.5464	1:40.6451	1:40.4824	1:40.4824	**1:40.4824**
PO	66	Glen Potter CBR	1:40.6489	1:40.4904	1:40.7809	1:41.2265	1:40.4904	**1:40.4904**
SS	18	Steve Seizis	1:41.2246	1:40.7402	1:40.9864	1:41.3819	1:40.7402	**1:40.7402**
MS	6	Michael Stillwell	1:41.1463	1:41.4490	1:41.6262	1:42.1063	1:41.1463	**1:41.1463**
DB	36	Dan Birt	1:41.5959	1:43.4239	1:42.1845	1:42.6630	1:41.5959	**1:41.5959**
JA	64	John Angiolella	1:43.3606	1:43.6824	1:43.5246	1:44.3490	1:43.3606	1:42.6768
SE	17	Sebastian Hammond		1:42.1551	1:42.1934	1:42.0330	1:42.0330	1:41.8712
GP	50	Gary Pearce	1:41.0900	1:40.7320	1:41.0619		1:40.7320	**1:40.7320**
		Audi Quattro						
AT	38	Adrian Taranto						1:42.2803
		E30 Non-Spec						
Sb	20	Sean Bell	1:39.1230	1:38.9732	1:38.9831	1:39.1435	1:38.9732	**1:38.9732**
Ab	66	Anton Bergman	1:40.1881	1:40.4465	1:40.5641	1:39.5862	1:39.5862	**1:39.5862**

New Lap Record: **1:38.7226**
Set by: **Stan Armstrong**
9th June 2012

Previous Lap Record **1:38.9332**
Set by: **Robert Braune**
27th August 2011

BMW E30 RACING – 2012 CHAMPIONSHIP

Round 5 – Sandown (July 21st - 22nd)

ID	Car No:	Competitor	Race 1		Race 2		Race 3		Race 4		Qualifying Fastest Lap	Race Total	Round Points	Round Position	Cumulative Total	Current Position
			Pos	Pts	Pos	Pts	Pos	Pts	Pos	Pts						
		E30 Racing														
Ss	18	Steve Seizis	4	18	1	25	2	22	2	22	1:29.3054	87	25	1	83	2
Ja	64	John Angiolella	2	22	7	14	3	20	3	20	1:29.4793	76	22	2	73	4
PK	42	Paul Kertes	5	16	4	18	4	18	4	18	1:29.5596	70	20	3	53	7
AS	54	Alan Saint	DNF		3	20	1	25	1	25	1:28.6062	70	20	3	117	1
MS	6	Michael Stillwell	6	15	6	15	6	15	6	15	1:30.8479	60	16	5	67	5
Bb	34	Brian Bourke	1	25	DNF		5	16	5	16	1:29.4825	57	15	6	55	6
SM	99	Simon Mitchell CBR	DNS		5	16	7	14	7	14	1:31.2528	44	14	7	36	9
DL	77	David Levy	3	20	2	22	DNF		DNS		1:30.2511	42	13	8	31	12
		Audi Quattro														
WD	2	Wayne Dekker	3	20	3	20	1	25	2	22	1:37.3583	87	25	1		
AT	38	Adrian Taranto	2	22	2	22	DSQ		1	25	1:30.0366	69	22	2		
SO	17	Simon O'Keefe	1	25	1	25	DNF		DNS		1:29.2720	50	20	3		
		E30 Guests														
DC	16	David Coull	1	25	1	25	1	25	1	25	1:31.3588	100	25	1		
SK	41	Stan Karatzis – non-spec	2	22	DNF		DNS		DNS		1:28.9299	22	22	2		

ID	Car No:	Competitor	Fastest Lap (information only)				Personal Best Lap
			Race 1	Race 2	Race 3	Race 4	
		E30 Racing					
Ss	18	Steve Seizis	1:28.8406	1:30.2169	1:29.2879	1:29.2671	**1:28.8406**
Ja	64	John Angiolella	1:28.4343	1:28.9535	1:29.3635	1:29.0041	**1:28.4343**
PK	42	Paul Kertes	1:29.2066	1:29.8686	1:29.3086	1:29.4774	**1:29.2066**
AS	54	Alan Saint	DNF	**1:28.3057**	1:28.3388	1:28.3806	**1:28.3057**
MS	6	Michael Stillwell	1:30.3753	1:30.1411	1:30.7254	1:29.5024	**1:29.5024**
Bb	34	Brian Bourke	1:28.8440	1:29.0157	1:29.2061	1:28.6481	**1:28.6481**
SM	99	Simon Mitchell CBR	DNS	1:31.0280	1:30.0325	1:30.2657	**1:30.0325**
DL	77	David Levy	1:29.0311	1:30.4446	DNF	DNS	**1:29.0311**
		Audi Quattro					
WD	2	Wayne Dekker	1:39.0315	1:36.5580	1:37.6735	1:35.1788	**1:35.1788**
AT	38	Adrian Taranto	1:30.0807	1:30.3551	DISQ	1:29.8925	**1:29.8925**
SO	17	Simon O'Keefe	1:29.0950	1:30.0414	1:29.6936	DNS	**1:29.0950**

Current Lap Record: **1:28.0389**
Set by: **Matt Martin**
26th July 2010

BMW E30 RACING – 2012 CHAMPIONSHIP

Round 6 – Winton (September 29th - 30th)

Car No:	Competitor	Race 1		Race 2		Race 3		Race 4		Qualifying Rank	Qualifying Fastest Lap	Race Total	Round Points	Round Position	Cumulative Total	Current Position
		Pos	Pts	Pos	Pts	Pos	Pts	Pos	Pts							
	E30 Racing															
54	Alan Saint	1	25	1	25	1	25	1	25	4	1:39.8439	100	25	1	142	1
18	Steve Seizis	2	22	2	22	2	22	2	22	5	1:40.5392	88	22	2	105	2
50	Gary Pearce	4	18	4	18	4	18	4	18	6	1:42.0806	72	20	3	45	11
36	Dan Birt	5	16	6	15	6	15	5	16	8	1:43.5075	62	18	4	51	8
64	John Angiolella	DNS		3	20	3	20	3	20	3	1:39.8338	60	16	5	89	3
6	Michael Stillwell	DNS		5	16	5	16	DNS		10	1:48.4452	32	15	6	81	4
86	David Stillwell	3	20	DNS		DNS		DNS				20	14	7	14	21
	Audi 80 Quattro															
2	Wayne Dekker	1	25	2	22	2	22	1	25	9	1:47.9054	94	25	1		
17	Simon O'Keefe	DNS		1	25	1	25	2	22	7	1:43.2495	72	22	2		
	E30 Non-spec															
31	Graeme Bell	1	25	1	25	1	25	1	25	1	1:39.3510	100	25	1		
20	Sean Bell	2	22	2	22	DNF		2	22	2	1:39.6498	66	22	2		

Car No:	Competitor	Fastest Lap (information only)				Current Best Lap	Personal Best Lap
		Race 1	Race 2	Race 3	Race 4		
	E30 Racing						
54	Alan Saint	1:39.7086	1:41.0363	1:39.5356	**1:38.6703**	1:38.6703	**1:38.6703**
18	Steve Seizis	1:40.2277	1:41.3592	1:39.9049	1:39.8549	1:39.8549	**1:39.8549**
50	Gary Pearce	1:41.3562	1:42.3681	1:40.8771	1:40.8726	1:40.8726	1:40.7320
36	Dan Birt	1:42.2624	1:42.6538	1:42.4715	1:42.7108	1:42.2624	1:41.5959
64	John Angiolella		1:41.9074	1:41.1784	1:40.0029	1:40.0029	**1:40.0029**
6	Michael Stillwell		1:42.1083	1:42.5821		1:42.1083	1:41.1463
86	David Stillwell	1:40.4184				1:40.4184	**1:40.4184**
	Audi 80 Quattro						
2	Wayne Dekker	1:45.3620	1:46.3221	1:48.3966	1:45.2640	1:45.2640	**1:45.2640**
17	Simon O'Keefe		1:44.0942	1:43.4012	1:43.8741	1:43.4012	**1:43.4012**
	E30 Non-spec						
31	Graeme Bell	1:39.6184	1:40.1192	1:39.3201	**1:38.5582**	1:38.5582	**1:38.5582**
20	Sean Bell	1:39.9989	1:41.3137		1:39.2392	1:39.2392	1:38.9732

New Lap Record: **1:38.6703**
Set by: **Alan Saint**
30th September 2012

Previous Lap Record: **1:38.7226**
Set by: **Stan Armstrong**
9th June 2012

BMW E30 RACING – 2012 CHAMPIONSHIP

Round 7 – Phillip Island (October 13th / 14th)

DSA Penalty Points shown in Red – Race Total points include penalty points

Car No:	Competitor	Race 1		Race 2		Race 3		Qualifying Rank	Qualifying Fastest Lap	Race Total	Round Points	Round Position	Cumulative Total	Current Position
		Pos	Pts	Pos	Pts	Pos	Pts							
	E30 Racing													
18	Steve Seizis	1	25	1	25	1	25	2	**1:55.9416**	75	25	1	130	2
41	Simon Lyne	2	22	2	22	2	22	3	1:56.7351	66	22	2	56	9
34	Brian Bourke	4	18	3	20	3	20	6	1:57.5596	58	20	3	75	6
99	Simon Mitchell CBR	9	12	4	18	4	18	9	1:59.1597	48	18	4	54	10
36	Dan Birt	7	14	7	14	5	16	10	1:59.4204	44	16	5	67	5
66	Glen Potter CBR	10	11	8	13	6	15	14	2:05.7584	39	12	9	63	8
24	Geoff Bowles	6	15	6	15	DNS		12	2:00.3518	30	14	7	36	13
77	Kim Boyd CBR	8	13	5	16	DNS		11	1:59.7392	29	13	8	26	15
54	Alan Saint	3	20	DNF		DNS		4	1:57.1414	20	12	9	154	1
64	John Angiolella	5	16	DNS		DNS		7	1:58.1231	16	11	10	100	3
6	Michael Stillwell	DNS		DNS		DNS		5	1:57.3211				81	4
	E30 Guests													
41	Stan Karatzis – non-spec	1	25	1	25	1	25	1	**1:54.2966**	75	25	1		
	Audi Quattros													
17	Simon O'Keefe	1	25	1	25	1	25	8	**1:58.8638**	75	25	1		
2	Wayne Dekker	2	22	2	22	2	22	13	2:03.1713	66	18	4		

Car No:	Competitor	Fastest Lap (information only)			Round Best Lap	Personal Best Lap
		Race 1	Race 2	Race 3		
	E30 Racing					
18	Steve Seizis	1:54.8979	1:54.2475	1:54.6191	1:54.2475	**1:54.2475**
41	Simon Lyne	1:54.6795	**1:53.8938**	1:54.2622	1:53.8938	**1:53.8938**
34	Brian Bourke	1:56.3993	1:55.4461	1:55.5084	1:55.4461	**1:55.4461**
99	Simon Mitchell CBR	1:57.0394	1:55.9456	1:55.5871	1:55.5871	**1:55.5871**
36	Dan Birt	1:58.4746	1:58.5667	1:57.2469	1:57.2469	**1:57.2469**
66	Glen Potter CBR	2:01.4636	1:59.5791	1:59.8852	1:59.5791	**1:59.5791**
24	Geoff Bowles	1:57.2997	1:56.6748		1:56.6748	1:55.9330
77	Kim Boyd CBR	1:57.9235	1:56.9970		1:56.9970	**1:56.9970**
54	Alan Saint	1:55.7188	1:55.4944		1:55.4944	1:55.4095
64	John Angiolella	1:55.6846			1:55.6846	**1:55.6846**
6	Michael Stillwell					1:57.8133
	E30 Guests					
41	Stan Karatzis – non-spec	**1:52.7447**	1:53.4770	1:54.2871	1:52.7447	1:52.2937
	Audi Quattros					
17	Simon O'Keefe	1:57.4469	1:56.0701	1:56.1774	1:56.0701	**1:56.0701**
2	Wayne Dekker	2:00.4027	1:59.0358	1:58.2332	1:58.2332	**1:58.2332**

New Lap record **1:53.8938**
Set by: **Simon Lyne**

Previous Lap Record: **1:54.1212**

Set by: **Matt Martin**

E30 RACE RESULTS - ROUND 8

BMW E30 RACING – 2012 CHAMPIONSHIP

Round 8 – Winton (November 10th - 11th)

Car No:	Competitor	Race 1		Race 2		Race 3		Race 4		Qualifying Fastest Lap	Race Total	Round Points	Round Position	Cumulative Total	Current Position
		Pos	Pts	Pos	Pts	Pos	Pts	Pos	Pts						
	E30 Racing														
12	Stan Armstrong	2	22	1	25	1	25	1	25	1:39.1534	97	22	2	80	5
34	Brian Bourke	3	20	2	22	2	22	3	20	1:40.1256	84	20	3	75	6
42	Paul Kertes	6	15	3	20	3	20	2	22	1:40.2310	77	18	4	53	11
64	John Angiolella	4	18	5	16	5	16	4	18	1:41.1111	68	16	5	100	3
66	Glen Potter CBR	7	14	4	18	4	18	5	16	1:42.0396	66	15	6	63	8
77	Kim Boyd CBR	8	13	6	15	7	14	6	15	1:43.6726	57	14	7	26	15
88	Ray Kwong CBR	9	12	7	14	8	13	DNS		1:57.5706	39	12	9	10	21
99	Simon Mitchell CBR	5	16	DNF		6	15	DNF		1:43.4464	31	11	10	54	10
18	Steve Seizis	1	25	DNF		DNS		DNS		**1:39.1135**	25	10	11	130	2
	E30 Guests														
29	Chris Bell	1	25	DNF		1	25	DNF		1:38.9439	50	25	1		
	Audi Quattros														
2	Wayne Dekker	1	25	1	25	1	25	1	25	1:45.9745	100	25	1		

Car No:	Competitor	Fastest Lap (information only)				Personal Best Lap
		Race 1	Race 2	Race 3	Race 4	
	E30 Racing					
12	Stan Armstrong	1:40.6103	1:40.4643	**1:40.1831**	1:40.8427	1:38.7226
34	Brian Bourke	1:40.9411	1:41.0103	1:40.5785	1:41.0779	1:39.7261
42	Paul Kertes	1:40.7521	1:40.7013	1:40.6860	1:41.1331	**1:40.6860**
64	John Angiolella	1:41.5413	1:41.8684	1:41.2429	1:41.0909	1:40.0029
66	Glen Potter CBR	1:41.4197	1:40.4906	1:40.2207	1:41.1001	**1:40.2207**
77	Kim Boyd CBR	1:41.9728	1:43.3788	1:42.5308	1:44.8293	**1:41.9728**
88	Ray Kwong CBR	1:54.3172	1:51.7622	1:47.4023		**1:47.4023**
99	Simon Mitchell CBR	1:41.1707	1:42.8193	1:41.8624		**1:41.1707**
18	Steve Seizis	1:40.8268				1:39.8549
	E30 Guests					
29	Chris Bell	**1:39.8813**		1:39.9543	1:40.2988	**1:39.8813**
	Audi Quattros					
2	Wayne Dekker	1:44.2687	1:45.3968	1:44.8402	1:44.5548	**1:44.2687**

Current Lap Record: **1:38.7226**

Set by: **Stan Armstrong**

9th June 2012

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E30 RACE RESULTS - 2012 CHAMPIONSHIP

2012 CHAMPIONSHIP

Class – 2.5 litre Racing

Total Points (allowing 2 dropped rounds)

Car No:	Competitor	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8	Total	Dropped	Dropped	Final Ranking	
		Points	Points	Points	Points	Points	Points	Points	Points	Points	Rounds	Points	Points	Position
54	Alan Saint	25	22	25	25	20	25	12		154	7,8	22	132	1
18	Steve Seizis	18	9	16	15	25	22	25	10	140	2,8	19	121	2
12	Stan Armstrong	16	20	22	22				22	102	5,6		102	3
34	Brian Bourke	20			20	15		20	20	95	2,3		95	4
64	John Angiolella	14	13	12	12	22	16	11	16	116	3,7	23	93	5
6	Michael Stillwell	13	12	14	11	16	15			81	7,8		81	6
66	Glen Potter CBR	15		20	16			12	15	78	2,5		78	7
42	Paul Kertes		15	18		20			18	71	1,4		71	8
36	Dan Birt		10	10	13		18	16		67	1,5		67	9
99	Simon Mitchell CBR	11		11		14		18	11	65	2,4		65	10
41	Simon Lyne		18	16				22		56	1,4		56	11
50	Gary Pearce		14		11		20			45	1,3		45	12
24	Geoff Bowles	22						14		36	2,3		36	13
77	David Levy				18	13				31	1,2		31	14
20	Anthony D'Anna		16	10						26	1,3		26	15
77	Kim Boyd CBR	13		13						26	2,3		26	15
43	Matt Martin		25							25	1,3		25	17
86	David Stillwell						14			14	1,2		14	18
53	Lockie Curran		12							12	1,3		12	19
36	David Lumb		10							10	1,3		10	20
88	Ray Kwong CBR	10								10	2,3		10	20
88	David Thorncraft NSW			9						9	1,2		9	22
	E30 Guests / Non Spec													
20	Sean Bell			22	25		22			69	1,2		69	1
41	Stan Karatzis – non-spec					22		25		47	1,2		47	2
29	Chris Bell								25	25	1,2		25	3
31	Graeme Bell			25						25	1,2		25	3
66	Anton Bergman				22					22	1,2		22	5
17	Sebastian Hammond				20					20	1,2		20	6
	Audi Quattro													
2	Wayne Dekker					25	25	18	25	93	1,2		93	1
17	Simon O'Keefe		25			20	22	25		92	1,3		92	2
38	Adrian Taranto					22				22	1,2		22	3

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E46	2000,	E36	1994		
1602	1972 ,	E30 318i	1985		
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Tel:9521 2121 Contact: Paul Morrissy (New Cars) Michael Cardwell (Used Cars) Alan Irwin (Parts) Zac Weiss (Service)

1233 Toorak Road, CAMBERWELL 3124
Tel: 9889 1866 Contact:
Tony White (New & Used Cars)
Gilbert Nayna (Service). Special price on parts

MORNINGTON BMW
181 Tyabb Road, MORNINGTON 3931
Tel: 5970 5970
Contact: Aaron Cosstick (New and used cars) Stuart Pierce (Service) Sean Bell (Parts).
Trade prices on parts
www.morningtonbmw.com.au

BIB STILLWELL BMW – Oakleigh
Huntingdale&Dandenong Roads, Oakleigh
Tel: 9252 5000 Contact: Patrick Latin (New &Used cars) Richard West (Service)

BRIGHTON BMW
363 Nepean Highway, BRIGHTON 3186
Tel: 9524 4000 Contact:
Tony White (New Cars) Nick Bishoff (Used Cars) Ashley Sprague (Service) Tom Monk (Parts). Trade prices on parts.

DONCASTER BMW
812-814 Doncaster Road, DONCASTER 3108
Tel: 8848 0000
Contact: Peter Kaiser (Service); Nick Barret (Parts); Anthony Roberts or Sam Roupas (Sales)

62 Enterprise Dve, Bundoora 3083
Tel: (03) 9468 8000
Contact: Andrew Stebbins (Service); Dean Reid (Parts); Chris Ritzka (Sales)
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www.doncasterbmw.com.au

GEELONG BMW
212-224 LaTrobe Tce (cnr Gordon Ave), GEELONG 3220
Tel: 5221 2111 Contact: Campbell
Trade prices on parts.

BALLARAT BMW
cnr Sunraysia Hwy & Waringa Drive
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Tel:5339 9339 Contact:
Tim Britt (Sales) Craig Hancock (Service & spare parts) Trade prices on parts.

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