2013 Issue 133

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Image taken at BMWCCV DECA Driver Training Day. For more information about the program please contact Tony Haritonas or Graeme Bell.

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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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MEET OUR MEMBERS

Mardi and David Melvin

Mardi and I are relative newcomers to the BMW marque. For many years we drove company vehicles that lacked sparkle. However, we have always had an interest in cars, particularly the classic European brands.

My first memory of motor vehicles was as a young boy. My father rode a series of British motorcycles and he had a group of friends who maintained a dedicated commitment to driving and restoring vintage motorcycles and cars. I recall watching some rare and exotic machines being restored, including a number of Brough Superiors, a Nimbus and a motorbike with a large wicker passenger seat at the front.

As a teenager, I had the good fortune to ride in an interesting collection of vintage and veteran cars including numerous Rolls Royce, a 1901 single cylinder De Dion Bouton and a seemingly endless supply of Alvis. All of these cars were owned and restored by family friends.

My first car was an MGA 1500. It was painted BRG and I had many happy years driving it to university and also on MG Car Club events. It wasn't particularly quick and it certainly lacked engineering refinement, but it was a lot of fun. I remember the camaraderie in the club and the willingness of all MG drivers to acknowledge each other when passing on the road.

Mardi and I both enjoy travel and take the opportunity to visit car museums when we are away. Highlights include the Bugatti Museum in Mulhouse, the British Motor Museum at Beaulieu and the motor vehicle annex of the Deutsches Museum in Munich.

We recently sold our manual BMW 125i and replaced it with a One Series M. We are looking forward to taking it on lots of country trips and participating in BMWCCV activities.

Mardi and David Melvin

Member profiles are always encouraged, so please contact Jenna at editor@bmwccv.com.au if you wish your car to be featured in the next Magazine

MEET OUR MEMBERS

Lars Klint

There are some cars which makes me do the extra effort to see. There aren't that many, but the 1938 BMW 328 is one of them. It was named one of the 25 most influential cars of the 20th century in 1999, it won more than 100 class wins and won the RAC Rally and its class in 24 hour Le Mans in 1939.

It featured many advanced features for its time, such as a tubular space frame and a hemispherical combustion chamber engine. It was much praised at the time for its performance and handling, proving to be suitable not only for the BMW factory drivers, but also perfect for everyday motoring. It was the car that put BMW on the map. On Sunday 14 July, the Penrite owned BMW 328 was exhibited at Gippsland Vehicle Collection in Maffra for their Continental Vehicles display day.

We made a day out of it and dusted off the magnificent E28 528i hiding under the cover in the shed. As always the trusty old girl fired up first time and we made it to Maffra at about 10am. The car was displayed with 30-40 other classic cars and we went inside to look at the collection. If you haven't been to the Collection before, it is a well worth visit. Located in an old building used to dry milk, vegetables and fruit, there is something for everyone. There are privately displayed vehicles, motorcycles, memorabilia, obscure items and even Peter Brock's replica race cars...and of course the 328.

Sitting modestly next to a 70's 2002 and a motorcycle, the little star shined brightly. Both Fiona and I stood for many minutes and just took it in. Just glorious. The cream yellow paint and worn black leather interior gently reminded you of the age of the car and the registration plate made us both happy.

Registered car = gets actual use from time to time. Despite the cold and drizzle the day was one of the great ones. And if you haven't seen either the Gippsland Historical Collection or the BMW 328, they are both worth a visit.

Plus the drive to Maffra will take you through the beautiful rolling hills of Gippsland.

Lars Klint

BMWCCV MONTHLY MEETING AT SOUTHERNBM

BMWCCV AGM - SAVE THE DATE

I am pleased to advise that the 2013 Annual General Meeting of the BMW Car Club Victoria Inc. will be held at 8pm on Monday 2nd September 2013 at the Bentleigh RSL, 538 Centre Road, Bentleigh.

All forms have been included as inserts within this magazine, as well as being available online. Only financial members as at Friday 30th August 2013 are eligible to vote. If you are unable to attend the AGM, you may choose to nominate a proxy to vote on your behalf or send a postal vote, however these need to be lodged with the Secretary no less than 48 hours prior to the AGM.

I encourage you to attend the AGM and vote for the President and Committee of Management for the 2013-2014 year.

Tony Whelan
BMWCCV Secretary / Public Officer

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40 YEARS OF THE BMW TOWER AND MUSEUM

“The biggest four-cylinder in the world – a landmark for the city of Munich alongside the Olympic Park. Ergonomically compact inside and clearly contoured outside, it is a boldly conceived experiment and a milestone in the history of architecture. BMW has created space for its expanding business with an administrative centre of the New Class.”
(Internal memo, 1973)

Since its official opening on 18 May 1973, the BMW Group Headquarters has become an indisputable icon of architectural history and a permanent feature both of Munich’s skyline and of the company’s corporate image. In spring 2013, 40 years after its completion, a committee of experts voted the building complex designed by architect Professor Karl Schwanzer one of the 15 most spectacular corporate head offices. Alongside the office block nicknamed the “Four-Cylinder”, only one other company headquarters from Germany made it onto the shortlist drawn up by the EMPORIS web portal for building data and construction projects.

The BMW Tower and adjoining museum complex not only mark the high point of Karl Schwanzer’s architectural career, they also set new benchmarks in the field of modern office architecture in the early 1970s. The Viennese architect’s design combined an impressive façade with an innovative and flexible spatial concept, and in so doing laid the foundations for a new and enduring architectural philosophy at BMW. In accordance with the “built for communication” concept, Munich’s Four-Cylinder uniquely combines the pragmatic benefits of its administrative function with the aesthetics of architecture.

Schwanzer’s tower furthermore epitomises West German architectural design of the 1970s – innovative civil engineering projects which would have lasting stylistic influence. Given its identity as an engineering structure, the tower is one of the outstanding architectural achievements of its period and continues to fascinate and intrigue admirers to this day.

The BMW Headquarters and Museum complex was awarded listed building status in 1999 and for many years it has been considered a landmark of the city of Munich. And with BMW Welt, designed in 2007 by the internationally renowned architect Prof. Wolf D. Prix, the BMW Group created another must-see example of urban development for visitors to the Bavarian capital with an interest in architecture, technology, design and innovation.

BMW PRESS CLUB

THE NEW BMW M5

- **Updated exterior and interior features with fresh design highlights**
- **Significantly enhanced standard specification**
- **Competition Package included in standard specification**

Since 1984 when it was first launched, the iconic BMW M5 has stood head and shoulders above its competition. Now BMW Group Australia has announced a significant update to the iconic vehicle which includes refreshed interior and exterior design elements and a major enhancement to standard specifications.

Best of all, the new BMW M5 adopts into its standard specification all the features of the adrenalin-charged Competition Package, which includes a power boost and suspension tuning to further increase its finely honed performance pedigree.

According to Phil Horton, managing director for BMW Group Australia, the new BMW M5 is quite simply what the BMW M brand is all about. “The BMW M5 was the first vehicle to create this segment, and for almost 30 years it has set the standard in it. Now, with enhanced styling, packaging and performance the bar has been raised even higher,” Horton said.

New design highlights reinforce the high-performance and exclusive nature of the new BMW M5. A new M kidney grille featuring the M5 model designation and twin slats that reflect the double-spoke design of the M Alloy wheels adorn the front of the vehicle. Standard Adaptive LED headlights complete the striking look, and at the rear, new design tail lights with thin LED light strips generate a high contrast.

Interior design enhancements include a new M leather steering wheel whose design likewise takes cues from the double-spoke wheels, along with chrome trim highlights around the control display. Cabin storage is improved with an updated centre console area and additional space under the centre armrest.

THE NEW BMW M5

New options available from BMW Individual include a range of new exterior colours such as Pyrite Brown metallic, Frozen Blue metallic and Pure Metal Silver. As you would expect from a car of this nature, the standard equipment list was already bursting at the seams with features such as the Active M differential, Dynamic Damper Control, M servotronic power steering and M Drive mode to enhance the performance driving experience. Additionally, with features such as active front headrests, Active Protection, the full suite of airbags and Dynamic Stability Control systems, high-performance brakes and a complimentary BMW Intensive Driving Experience course, safety of the driver and occupants is ensured.Also enhancing safety through awareness are the standard driver assistance features which include the full colour Head-Up Display with M view, surround view which provides a bird's eye view of the car and rear view camera to aid in parking manoeuvres, front and rear Park Distance Control and cruise control with braking function.

A four- zone climate control system, sunblinds for the rear side windows and rear windscreen, comfort glazing for the front screen and heat/sun protection glazing for the rest of the glass all combine very effectively reduce excessive heat and manage the climate inside the car. Add the standard front M multifunctional comfort seats with seat heating, active seat ventilation and electric lumbar support to provide the most comfortable environment possible for the occupants.

Entertainment is well served with the HiFi System professional featuring 16 loudspeakers and a 600 W digital amplifier with Dolby Pro Logic signal processing, vehicle-specific Dirac Live equalising including surround mode and a six disc DVD changer. Full connectivity is provided by the Navigation System Professional, extended Bluetooth connectivity and internet functionality and digital TV function. However, coinciding with the update is a comprehensive re-packaging of the BMW M5 which aligns the high performance sedan with changes already announced for the rest of the BMW 5 Series range.

As such, the standard specification of the M5 has been revised to include a host of added innovative features on top of the already heavily laden equipment list. Standard Adaptive LED headlights, part of the styling upgrade, also increase visibility and awareness for the driver when driving at night. In addition, the new BMW M5 boasts a standard Lane Change Warning system as well as a Driving Assistant feature consisting of Lane Departure Warning and Forward Collision and Pedestrian Warning systems with light city braking function.

Comfort is enhanced further by the inclusion of Automatic Soft-Close doors and hands-free opening and closing of the boot-lid, which is operated by simply waving your foot under the rear bumper. Digital audio broadcast (DAB+) is standard and the Navigation System Professional now includes a touch-controller which allows character input via the touch sensitive surface on the controller. The piece de resistance for the new BMW M5 is the increase in performance with the integration of the performance enhancing 'Competition Package' features into the standard specification.

Conceived to enhance handling and performance properties, the package provides an 11 kW boost to the high-revving V8 with M TwinPower turbo technology and raises the total power output of the new BMW M5 to 423 kW - enough to slice 0.1 seconds from the 0-100 km/h sprint and 0.2 seconds when you continue all the way to 200 km/h.

In addition, the engineers at BMW M have applied extensive modifications to the chassis set-up. Along with suspension and damping systems modifications, which have lowered the M5 by around 10 millimetres, stabiliser bars have received increased torsional rigidity and this, coupled with enhancements to the Active M Differential and steering system, delivers more precise, agile and dynamic handling. At the same time, new features have been added that also enhance the look and acoustics of the new BMW M5. Exclusively designed 20-inch M light-alloy wheels, along with a sport exhaust system featuring customary M twin tailpipes in black chrome, lend an unmistakably sporty note to both the look and the sound of the car.

The new BMW M5 will be reaching our shores from mid-September much to the delight of high-performance motoring enthusiasts.

BMW PRESS CLUB

BMWCCV WINTON TRACK DAY

BMWCCV WINTON TRACK DAY

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E30 RACING - ROUND 4 WINTON WRAP UP

MEDIA RELEASE

Tuesday, 9 July 2013

Geoff Bowles Prevails in Wild Winton Weekend

Geoff Bowles has come out on top in a wet and wild fourth round of the BMW Drivers Cup at Winton Motor Raceway on the weekend.

Bowles qualified fourth before finishing second in a saturated Race 1. He won Race 2 and finished second behind Alan Saint in Races 3 and 4 to take overall honours.

Saint was second overall but had to work for his podium result – the series leader was uncharacteristically off the pace in qualifying and could only manage seventh, and lost time in Race 1 with a missed gear.

In Race 2, Saint struggled to make up places and finished sixth, but charged to the front of the field in Races 3 and 4.

Anthony D'Anna was third overall after a consistent weekend, finishing sixth, second, third and fifth in the three races to take the final podium position by just one point from Brian Bourke.

Bourke was impressive in Race 1's wet conditions, driving a controlled race to come away with his first BMW Drivers Cup win. He finished the remaining races in fourth, sixth and seventh.

David Levy, Paul Kertes and Gary Pearce were in the mix all weekend, contending for podium places, while Sean Bell qualified on pole position but lost positions with a couple of driving errors in the first race. He recovered to finish third in Race 4.

Canberra drivers Simon Mitchell and Glenn Potter both had difficult weekends, Mitchell experiencing a spectacular off-track excursion at Turn 5. Potter's BMW E30 suffered head gasket problems throughout the event and he unfortunately failed to complete any of the races.

John Angiolella also had a tough event, eventually coming home sixth in Race 4 after dramas in the first three heats.

Audi 80 drivers Simon O'Keefe and Adrian Taranto demonstrated improved competitiveness, and were especially impressive in the wet Race 1 where they battled with the leaders until colliding with each other.

Please contact Lachlan Mansell from Chequered Flag Media for more information / hi-res images: 0403 937 111 / info@chequeredflagmedia.com.au

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BMWCCV MONTHLY MEETING AT ELFIN

Elfin Heritage Centre, Host Bill Hemming

The Elfin Heritage Centre started in 1990 and is dedicated to its founder Garrie Cooper. Over 20 years Elfin developed 24 cars including race cars and through this development, The Elfin Group became very successful. The name Elfin was originally based on the motors found in model planes. Bill expressed that an interesting fact most people don't know is that most of the who's who of the retired V8 drivers had all started their racing career with an Elfin.

In 2004 Holden came to Elfin Cars to develop a concept car for the Melbourne Motor Show and through this partnership the Streamliner was developed in only 12 weeks. Holden gave them access to their Design Centre including computer aided design and clay modelling and a Holden V8 motor was used in the vehicle. A turning point for Elfin was the hurdles and regulations for the Australian Design Rules. There are approximately 130 items to comply with and there are manufacturing restrictions as well. However you can register as a small manufacturer if you only make 25 cars in Australia or 100 worldwide. As a small manufacturer you do not have to crash test your cars, but the new emission testing is one of the biggest hurdles to success.

The Elfin Car Production Company was sold to Tom Walkinshaw who has since passed away. Unfortunately his family and estate have shown little interest in carrying on the company and consequently Elfin car production is currently on hold.

The Elfin Heritage Centre has concentrated on the heritage side of Elfin Cars, preserving the memory of the Brand. They have managed to collect a number of cars with chequered history. An exciting fact is that everything in the Centre is race ready and compete regularly at historic racing events. It is important to have car clubs and likeminded people through the centre to make them aware of the Elfin Group heritage.

Tony Whelan

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BMW PERFORMANCE MODIFICATIONS FOR ROAD RALLY OR TRACK

BMW PININFARINA GRAND LUSSO COUPE

BMW and Pininfarina are two of the most tradition-swathed names in the motoring world. Each is a byword for cutting-edge technology, style, dynamics and aesthetics. With the BMW Pininfarina Gran Lusso Coupé, the two time-honoured companies are unveiling the outcome of their first collaboration at the Concorso d'Eleganza Villa d'Este 2013. The BMW Pininfarina Gran Lusso Coupé is a one-off and represents the exclusive interpretation of a luxurious BMW Coupé as seen through the eyes of Pininfarina. Working in close consultation, the two design teams have created a new automotive persona brimming with character and ready to join the high-end luxury class – typically BMW while sporting the distinctive signature of Pininfarina.

With the BMW Pininfarina Gran Lusso Coupé, the BMW Design team took up exclusive design aspects such as luxury and elegance and fed them into a creative exchange with long-established specialist car designer and manufacturer Pininfarina. In this elaborately created one-off, the renowned companies BMW Group and Pininfarina joined forces to bring an idea to fruition: "The appeal of this collaboration with Pininfarina is that you get another, very different and special angle on facets like luxury and exclusivity," notes Karim Habib, Head of BMW Design. "The Italian company, after all, has always been a byword for these criteria in particular, demonstrating time and again its keen sensitivity and exceptional finesse in these areas. In Pininfarina we have found the ideal partner to lend shape to this vehicle concept."

A contemporary take on classical values – the interior
With fluid underlying geometry of the interior design by BMW takes on an individual character courtesy of the Pininfarina touch. With a special colour concept, choice materials and geometrical details in the doors, centre console and dashboard binnacle, Pininfarina lends further emphasis to signature BMW elements such as the driver focus and layering principle, while accentuating the sporty character of the interior with a fine instinct for cutting-edge and elegant details alike.

Select materials and top-quality craftsmanship
The exclusive colour and material concept is one of the stand-out features of the BMW Pininfarina Gran Lusso Coupé and eloquently reflects its unique character. Extensive handcraftsmanship further enhances the interior ambience. Finest leather and kauri wood aged more than 48,000 years lend the cabin of the BMW Pininfarina Gran Lusso Coupé a special aura. The high-grade leather from the Foglizzo leather factory – in black and a light shade of Tobacco Brown – creates a warm, exclusive ambience. Metal highlights in black chrome set a technical counterpoint to the extensive application of natural materials.

All the wood elements in the cabin are sourced from a single piece of kauri wood selected by the Italian timber experts of Riva 1920 exclusively for the BMW Pininfarina Gran Lusso Coupé. Kauri wood has a unique grain and shifts in colour from gold to red to brown, depending on the incidence of light and angle of view. Simply polished and oiled, it exudes a particular warmth and naturalness in league with the exclusive leather surfaces of the interior. Native to New Zealand, kauri wood is among the rarest timbers in the world. Its special character derives from the fact that the toppled kauri trees have been preserved in swamps for millennia and can be processed like fresh timber after being retrieved from the fossil swampland.

Pininfarina
Pininfarina ranks as one of the most time-honoured names in automotive design. What began in the 1930s as a "carrozzeria" building one-offs and limited editions, alongside the visual refinement of high-end automotive technology, has today become one of Italy's leading design companies. Its operating spectrum stretches far beyond automobiles to include product and industrial design. Through numerous collaborations with a wide range of carmakers, Pininfarina has established itself as a style-defining partner. Simplicity and harmony in look and feel, perfect proportions and innovative functionality are the hallmarks and underlying concept of each and every Pininfarina design.

BMW PRESS CLUB

BMWCCV FOUNDERS DAY

The BMWCCV Committee would like to thank all involved with Founders Day, especially Wendy & Graeme Eime. Thank you to Sean Bell from Mornington BMW, BMW Melbourne and SouthernBM for providing many wonderful prizes.

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30 YEARS FOR BMW DIESEL ENGINES

A diesel engine in a BMW? At the beginning of the 1980s, this combination was virtually inconceivable for many fans of the brand. The diesel engines known at the time were regarded as loud and not very sporty. However, the high level of efficiency and the associated fuel-efficiency commended this type of engine. In the wake of the oil crisis, BMW therefore developed initial plans already in 1975 to launch a diesel engine, which went into series production just three years later.

Right from the start, it was clear that a diesel engine from BMW would have to feature some very special qualities. The challenge was to combine the fuel economy and long service life typical of diesel engines with high performance, spontaneous development of power and optimised drive quality. Already early on, the BMW engineers therefore opted for an inline six-cylinder power unit with swirl-chamber combustion system and an exhaust turbocharger.

This power plant was to premiere in a BMW 5 Series saloon. In spring 1983, the outcome was presented to the press and on the world stage at the Frankfurt Motor Show (IAA). The BMW 524td was the first diesel model to be manufactured under the brand and it was the world‟s most powerful vehicle of its type. This car became the trailblazer for a new, particularly efficient form of driving pleasure.

Precisely 90 years previously, the German engineer Rudolf Diesel had started up the first prototype of his ideal “pressure-ignited heat engine”. The principle underlying this engine involved heating air in the combustion chamber at high pressure to a temperature where the injected fuel ignited spontaneously, but it was initially only put forward convincingly in theory.

The practical application of the theory required major resources which Rudolf Diesel was nevertheless willing to invest. His efforts were rewarded when his revolutionary power unit was made ready for production. The first diesel engine factory started up in 1898. The diesel engine went on to blaze a successful trail across the world in ships, locomotives and trucks.

Launch in Steyr: The new engine is manufactured in a new plant.
However, use of this type of engine to power a BMW was a long way off. After reaching the fundamental decision to develop a diesel engine, the German automotive manufacturer initially established a joint-venture company with Austrian company Steyr-Daimler-Puch-AG for the development, production and sale of diesel engines. In 1979, a joint engine plant was opened in Steyr, Austria. Although the cooperation came to an end three years later and BMW bought up the shares held by its partner, the production of petrol and diesel engines for the BMW 5 Series was carried out on a joint production line located in Steyr from 1983.

The power unit for the BMW 524td was designed by the BMW engine development engineers in Munich on the basis of an inline six-cylinder petrol engine. The common features were restricted to the basic structure, the principle for supplying oil, and the overhead valve timing with a camshaft driven by a toothed belt. All other details were designed from scratch in order to meet the special requirements of the diesel principle and the development goals for the first BMW engine of this type. The thermal load and the high combustion pressure of the engine with 22.0 : 1 compression ratio were the main factors to be taken into account.

The grey-cast crankcase was provided with a cooling system based on the longitudinal flow principle with water compartments configured between the cylinders and a special cover plate capable of withstanding the high forces applied to the cylinder-head bolts. The forged crankshaft generated a longer stroke and was also manufactured from particularly high-grade steel. The construction and material properties of the pistons, connecting rods and crankshaft bearings were also modified in order to be able to guarantee maximum reliability even under full load and in continuous operation. Oil supply was provided by a particularly powerful screw oil pump.

The cross-flow principle applied in the lightweight alloy cylinder head was adapted from petrol engines and modified to optimise power with large valve diameters and high flow cross-sections. An advanced development of the swirl-chamber combustion system specifically designed for BMW made a significant contribution to enhancing performance while at the same time reducing fuel consumption and noise emissions. The engine of the BMW 524td was also fitted with an Instant Start System which significantly shortened the preheating times typical of diesel engines.

Spontaneous development of power and high engine output per litre of displacement thanks to turbocharger. The development engineers designing the engine decided to use an exhaust turbocharger at an early stage because sportiness and drive quality typical for the brand were also part of the development targets alongside favourable consumption and emission values. The existing conditions for a pulse-charging principle available in an inline six-cylinder engine were used to optimise the efficiency. The exhaust gases from each of three cylinders were brought together and conducted to the turbine wheel separately. This resulted in particularly dynamic behaviour for the charger system.

30 YEARS FOR BMW DIESEL ENGINES

The turbocharger deployed in BMW‟s first diesel engine already started its performance-enhancing work at 1 500 min-1, the full charge pressure of 0.8 bar was available at 2 200 min-1, while the maximum torque of 210 newton meters was delivered at 2 400 min-1. This design allowed the high torque to be used for smooth driving without continually having to change gear. It also allowed high speeds to be attained in fuel-efficient operation while running at partial load.

Maximum power of 85 kW/115 hp is generated from a displacement of 2 443 cubic centimetres. The resulting specific output of 34.8 kW/47.3 hp generated values “which had previously been regarded as impossible in a diesel engine,” according to an announcement by BMW on the occasion of the world premiere at the Frankfurt Motor Show in 1983. BMW continued by saying that these statistics catapulted the BMW 524td to “the fastest series diesel in the world” at a stroke. 12.9 seconds sufficed for the sprint from zero to 100 km/h, and the top speed of 180 km/h was more than impressive for a diesel automobile at that time. The press lauded “the refreshing energy” and the “continuous development of power” demonstrated by the turbocharged six-cylinder engine.

The automotive magazine “auto, motor und sport” also highlighted the favourable acoustic properties: “When the diesel engine has warmed up it can hardly be distinguished from a petrol engine, the turbo engine purrs smoothly along the road so quietly and free of vibration.” The consumption data were all the more impressive since 7.1 litres delivered 100 kilometres according to the ECE standard of the time.

BMW met the high-pitched expectations at home and abroad with its successful diesel premiere. Shortly after the launch of production in Steyr, the US Ford Group concluded an agreement with BMW for the supply of diesel engines. The era of more fuel-efficient engines with sporty performance characteristics also appeared to have arrived in the USA. Ford powered its Lincoln Continental flagship model with the sports diesel engine from “good old Germany” but the US market continued to favour gasoline engines.

The development in Europe was quite different. Between 1973 and 1982, the proportion of diesel models travelling on roads in West Germany increased from four to 15 percent. In France, Belgium and Italy, the proportion of diesel engines was even higher. And BMW continued to rank among the manufacturers who were exerting a profound influence in empowering the diesel boom. Already in 1986, virtually every third new BMW 5 Series car registered in Germany was powered by the turbodiesel engine – within the space of just four years, the BMW 524td had developed into the most popular model in the series.

The first diesel version of the BMW 3 Series was presented in 1985 with the aim of expanding the model range. The engine designers had developed an aspirated version of the inline six-cylinder engine for the BMW 324d. The engine version consistently tailored to fuel efficiency was also supplied in the BMW 5 Series shortly afterwards. The debut of the BMW 524d took place at the Geneva Motor Show in 1986 and the model went on to be a sales success in France and Italy in particular. By the same token, the turbodiesel was also fitted in the BMW 3 Series from 1987. A diesel family was now available with the models BMW 524td and BMW 524d, as well as the BMW 324td and BMW 324d in order to win customers over to the particularly fuel-efficient form of driving pleasure.

BMW also took a pioneering lead at an early stage in the reduction of diesel-specific exhaust emissions. As early as 1989, the BMW 524td and BMW 324td models were fitted with a diesel catalytic converter. The prerequisites for effective after-treatment of exhaust gases with a catalytic converter were created in advance with Digital Diesel Electronics (DDE). The world‟s first electronic control for a diesel engine was responsible for controlling and monitoring the injection and the combustion sequence. This also guaranteed the temperature control necessary for catalytic emission control.

30 YEARS FOR BMW DIESEL ENGINES

Eight years after the launch of the diesel age at BMW, the second generation of this engine family was presented at the Frankfurt Motor Show in 1991. The new inline six-cylinder engine was an advanced design with lots of refined details.

The motor for the injection and coolant pump, and the oil sump were also designed afresh. A modified DDE system and an oxidation catalytic converter were standard in the power unit supplied with two power levels, each fitted with a turbocharger. The displacement was 2 498 cubic centimetres. The model designations changed accordingly. The basic version generating 85 kW/115 hp was introduced in the BMW 325td, while the world‟s most powerful diesel engine in this displacement class generated 105 kW/143 hp and made its debut in the BMW 525tds.

Design engineers developing engines at BMW used their know-how to consistently expand the portfolio of power units. In 1994, an inline four-cylinder engine derived from the inline six-cylinder engine was presented. The 1.7 litre power unit generating 66 kW/90 hp was installed in the BMW 318tds. A new oil-water heat exchanger gave the four-cylinder engine particularly favourable acoustic characteristics and emission values. The average consumption of the BMW 318tds was 5.9 litres for every 100 kilometres.

The year 1998 marked several milestones in the development story of BMW diesel engines. A new inline six-cylinder diesel and a new four-cylinder diesel engine were introduced. At the same time, a V8 diesel power unit was being prepared for series production and it was launched on the marketplace in 1999.

The BMW 530d was presented in spring 1998 as a saloon and touring model. The BMW 730d had its premiere at the same time. Two years previously, BMW had already paved the way for introducing the diesel engine into the luxury class. The BMW 725tds was the first diesel model in the BMW 7 Series. Its successor was even more successful in also achieving the exceptionally attractive combination of high torque and efficiency in this vehicle class.

The most important attributes of the new flagship diesel engine included a grey-cast alloy manufactured with vermicular graphite (GGV). This gave it a particularly strong engine block with cylinder banks configured at an angle of 90 degrees, the bi-turbocharging with charge-air cooling and electrically adjustable turbine guide vanes, four-valve technology with innovative airflow for the intake ducts and common-rail injection with centrally positioned injection nozzle.

Another special feature was the cracked bearing blocks for the crankshaft. This involved the bearing cover of the crankcase cast as a single unit being blasted off hydraulically. When the two parts were subsequently brought together the interface in the area of the fracture formed a particularly tight positive fit and high strength when subject to lateral forces. The large number of innovations ensured that the most ambitious aspirations for drive quality in a luxury automobile were fulfilled.

Even in this segment the power unleashed by the engine defined completely new benchmarks. The BMW 740d accelerated from zero to 100 km/h in 8.4 seconds and the top speed was 242 km/h. Only the consumption values of 9.8 litres per 100 kilometres according to the EU standard were modest. The factors producing exemplary emission values included a preconverter and main catalytic converter for each cylinder bank.

Subsequent years saw continuous further development of the diesel engines, which were now installed in three model series, and from 2001 also in the new BMW X5 Sports Activity Vehicle. The engine had a displacement of 1 995 cubic centimetres, a further strengthened and yet lighter crankcase, two balance shafts, the now fifth generation of DDE engine control, a new Instant Start System and new intake ducts.

It was also the world‟s first engine to be fitted in a production series automobile with second-generation common-rail direct injection. Power and acoustics were both optimised with injection pressure increased to 1 600 bar and new flow-rate control. The fuel could now be injected into the combustion chambers in up to five injection stages for each power stroke. The precise fuel control rendered cooling the fuel superfluous and ensured a significant increase in efficiency.

Just one year later, the second generation of common-rail direct injection also became the standard in the six-cylinder and eight-cylinder diesel engines. Moreover, the displacement of the inline six-cylinder engine was expanded to 2 998 cubic centimetres alongside further optimisation of details. The engine‟s output increased to 160 kW/218 hp, and its maximum torque went up to 500 Nm. The V8 engine of the BMW 740d now delivered 190 kW/258 hp and a maximum torque of 600 Nm.

30 YEARS FOR BMW DIESEL ENGINES

In the new millennium, the appeal and popularity of diesel engines were mutually enhanced in parallel. However, the boom that had been emerging for some time was still almost exclusively restricted to Europe. In 2002, the proportion of diesel models accounted for by new registrations in Germany was 38 percent and the statistic for Europe as a whole was even slightly above this figure. Statistics at BMW undoubtedly r eflected the trend because more than 40 percent of all the automobiles supplied to Europe by the brand were powered by a diesel engine for the first time in 2002.

There was no doubt about it, diesel engines had undergone a spectacular change in image over the two decades since the launch of the BMW 524td. This was also reflected in the model range of BMW. In the summer of 2003, a coupé powered by a diesel engine was launched for the first time in the history of the company.

2004 saw the diversity of the product range rising to a new level in the BMW 5 Series and the power achievable with a diesel engine also increased. The new 3.0 litre power unit generating 200 kW/272 hp and a maximum torque of 560 Nm was the most world‟s most powerful six-cylinder engine supplied for series automobiles. This engine accelerated the BMW 535d from zero to 100 kilometres in just 6.5 seconds and its average consumption was 8.0 litres per 100 kilometres. Since 2007, the Twin Turbo Diesel also enriched the range of engines supplied for the luxury models in the BMW 6 Series.

The V8 diesel engine for the BMW 7 Series nevertheless remained the front runner for performance evaluation among the various models within the brand. In spring 2005, the eight-cylinder model now designated BMW 745d was given a power unit with a completely new design, an all-aluminium crankcase and an output of 220 kW/300 hp and maximum torque of 700 newton metres in order to maintain this position. The V8 displacement was now 4.4 litres and the weight was reduced by 30 kg compared with its predecessor.

The catalytic converters fitted to the engine were supported by a diesel particle filter for purification of the exhaust gases. Starting in March 2004, BMW had fitted all diesel models in the BMW 5 Series with the supplementary after-treatment system. The BMW 7 Series and BMW 3 Series followed shortly afterwards. Once again, this saw BMW playing a pioneering role in this area. By the end of 2005, the particle filter was part of the series equipment for all BMW diesel models.

In 2009, BMW was also the world‟s first automobile manufacturer to introduce a misfuelling inhibitor for diesel models. A safety catch for the tank inlet prevents the erroneous fuelling of a car with petrol.

Diesel engines are now being supplied by BMW in all model series with the exception of the BMW Z4 roadster. The launch of the new BMW 1 Series in 2011 expanded the selection of four-cylinder diesel engines by a 1.6 litre version. Today, the combination of turbocharging and common-rail direct injection is a hallmark for outstanding efficiency as BMW TwinPower turbo technology. Combined with BMW BluePerformance technology it is now already equipped for compliance with the EU6 emissions standard applicable from autumn 2014.

Today, the performance of the one-time diesel pioneer is reflected in the BMW 116d EfficientDynamics Edition with a 1.6 litre four-cylinder engine generating 85 kW/116 hp. This engine can justifiably be described in terms of superlatives. The BMW 116d EfficientDynamics Edition has an average consumption of 3.8 litres per 100 kilometres in the EU test cycle and a CO2 value of 99 grams per kilometre and is currently the flagship car for consumption and emission values in the BMW model range.

BMW PRESS CLUB

DECA DRIVER TRAINING

DECA DRIVER TRAINING

One of these things is not like the others...

DECA Drive Training Day

Saturday 20th April 2013

It was an exciting feeling jumping in the car after work on Friday to head up to Sheparton for a DECA day, it had been far too long since my last one and was going to be the first in the current beast.

One thing I forgot about was how bad the Ring road is on a Friday night. It was made better at least by the fact I didn't have to battle that car park everyday. Either way it was worth being up there the night before to be fresh for the Saturday.

After checking our tyre pressures and filling up in the morning, we arrived at DECA raring to go. Unfortunately, or actually more fortunately in a way, we had to go through all the driver & safety briefings first. In most of the past ones I'd been to, Graeme Bell would mainly manage the day himself with the help of his family and other club volunteers but now with Tony Haritonas on board as Driver training coordinator, the responsibility of the briefing was shared. Both guys did a fantastic job, going into detail without making it too boring. Although I have been to plenty of driving training days with many different providers, I still found I picked up one or 2 things as every instructor has a different focus on what is important (the truth is, it is all important).

We also all went on to the skidpan and stood around some volunteers demonstrating proper seating positions etc... It's always good to have a refresher and identify any bad habits that have been inevitably picked up. After that it was time to start the fun part!

We started off nice and easy on the main skid pan, even keeping traction control on for 1 run to get a feel for it (and by order of the instructors, after all, the day was about learning not hooning). That quickly changed as everyone started to find their groove on the skid pan. After a few runs and probably a few mm off my tyres, I decided to head to the back track.

For those that don't know what the back track is, its effectively a driver training road (complete with signs in places) that has everything from blind corners, to off camber roads and even a mini skid pan. It also conveniently ends in a loop so it can be used as a track as such. The official speed limit is 80km/h and to be honest unless you know what you're doing and what your car does, you wouldn't want to go much faster (as well as the fact that cones have been strategically placed to make chicanes and limit your speed). Learning your car, however, is the point for the day. Tony ran this circuit and rode shotgun with anyone who hadn't been on the track before or anyone who wanted a few pointers.

There was a short break for lunch which was a wholesome BBQ cooked by the Bell family. After that it was back to the back track for me and most of the day was spent there learning the idiosyncrasies of the C63.

The Imposter
RACV Classic at Flemington

Sunday 21st April 2013

My partner Kate and I had decided to continue our car themed weekend and visit the RACV car show at Flemington (we had been at DECA the day before, see my other article). The car club had been kind enough to give us a voucher to enter with our car.

We were running very late and a quick phone call to Tony revealed that the Fiat car club had stolen some of our space and more people had come than anticipated so not to stress about putting the car on display. So to save some time we decided not to swap cars with my sister but to just take the skidpan stained Merc instead.

I was super embarrassed driving it down Flemington's driveway seeing all the clean and immaculate vehicles, even just in the general car park!

We parked the car and were hoping to use our car pass to gain entry. No can do.

The car pass was for the car to be driven in and couldn't be exchanged for a ticket, so it was either drive in and find a random parking spot (this was the advice of the gentlemen at the window) or to pay $24.

Well me having the heritage I do (insert religious joke here) I thought that I would deal with the embarrassment and drive in the absolutely filthy Merc.

Driving in, I felt everyone was just staring at us, thinking in their heads, is this guy serious, his car is gross! We then turned the corner and saw that the Merc car club actually without exaggeration was about half the show space. After seeing how many there were and that there were a few other unwashed cars (although not as bad as ours) we decided this was our best chance to quietly find a park.

We found a spot and almost sprinted out of the car hoping no one noticed us, mainly because we aren't members of the Merc car club. I was almost imagining in my head someone yelling out, imposter!

Walking around the show was great and there really were some fantastic displays of metal there, from Bentleys and Rollers to Jags and Fiats (who I thought quite amusingly had a Ferrari among their ranks, reminding us who really makes them).

The highlight for us were a few of the old Jags and even some of the classic Mercs. The BMW Car Club had a great turnout with some rare cars of their own. The most memorable being a mint condition 6 series and Tony Whelan's M coupe.

It was a great day and I'd highly recommend it to anyone who is even remotely interested in classic cars for when it rolls around next year.

Marc Warshall
mwarshall@hotmail.com

Dyno Day

Saturday 11th May 2013

On a beautiful Saturday morning Kate and I made our way to 4B Fabrications for the BMWCCV Dyno day, that is once we worked out how to get there with the new Peninsula link setup. We were going in separate cars so we could get them both on the dyno and we ended up losing each other but we knew we were in the right place when we saw the sea of BMWs in the middle of an empty industrial estate. Although we broke that trend slightly but arriving in the C63 and the Lambo.

Even though we were late we signed up early so we got to slip right into the running order. The Lambo went on first after a few issues with getting it on the dyno with its idiosyncratic lifting system. I knew it would be loud but I didn't expect how loud. Neither did the operator it seems as we saw him try and cover his ears. On it's second run he put on hearing protection. The sound was glorious! I can't remember what the exact figures were but I still remember what it sounded like. We were lucky enough to hear it for a third time because apparently the first 2 runs weren't as consistent as they should be, that's the Italians for you!

Next was the C63. As usual whenever it follows the Lambo, it just gets overshadowed. It also sounded great but by comparison it was so quiet. One thing it does sound better at is when the fuel drops into exhaust when the throttle is lifted, it sounds like a Nascar in that moment.

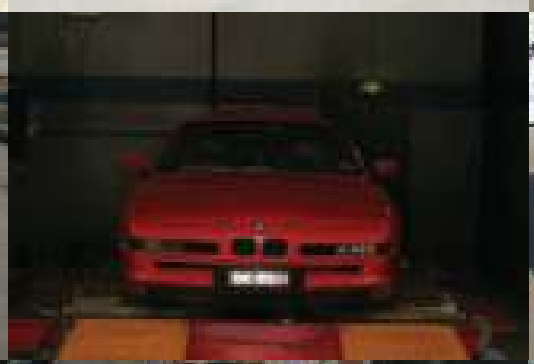
The rest of the day was spent listening to the fantastic sound of mainly BMW straight sixes (and a E60 M5 V10 too). These days are really awesome if you love hearing the sound of car engines at their peak (and who doesn't!).

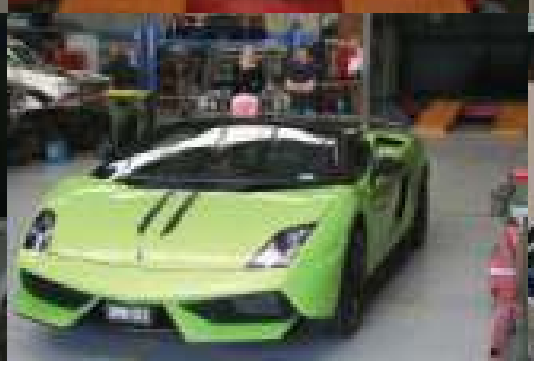
Thanks to Graeme Bell and Rod Bateman for organising and running the day and cooking up a fantastic BBQ. Can't wait for the next one.

Marc Warshall
mwarshall@hotmail.com

BMWCCV DYNO DAY

Thank you to the team at 4B Fabrications and Performance Tuning, Graeme Bell & Rodney Bateman for a fantastic day. We look forward to holding another day soon.





BMWCCV DYNO DAY

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BMW E30 Racing

MEDIA RELEASE

Thursday, 25 July 2013

Alan Saint Prevails in Variable Sandown Weather

Alan Saint survived a weekend of chaotic weather conditions to take his third round win of the year in the 2013 BMW Driver's Cup at Sandown.

The meeting began with a soaking wet qualifying session on Saturday morning; the BMWs and Invited European cars were combined with the Improved Production field, and the conditions led to a topsy-turvy grid.

Taking advantage of all-wheel-drive traction to score the first pole position for an Audi 80 was Adrian Taranto, who was an outstanding seventh outright amongst the Improved Production competitors.

Anthony D'Anna was the best of the BMW E30 drivers ahead of Saint, the returning Michael Stillwell, Brian Bourke, John Angiolella, Wayne Dekker, Gary Pearce, David Levy and Aneeta Abzatz.

The slippery conditions remained for Race 1 and Taranto again capitalised, making a brilliant start. The Safety Car was deployed at the end of the first lap due to an Improved Production competitor crashing at the end of the back straight; the race restarted with just one lap remaining and Taranto finished a sensational fourth outright.

D'Anna looked set to lead home the BMWs until he was forced to take evasive action, rotating his 325i at the end of the back straight and allowing Saint through, along with Stillwell, Bourke, Levy, Angiolella and Pearce. Abzatz was next ahead of Wayne Dekker, who struggled due to a problem with the vacuum-operated differential which was causing his Audi to spin of its own accord.

The weather improved significantly for Sunday's races but Taranto was an unfortunate non-starter.

Saint took the win in Race 2 ahead of a hard-charging Levy; Stillwell was third ahead of the recovering D'Anna. Angiolella overtook Bourke on the final lap for fifth, while Dekker repaired his Audi and gained the ascendancy on Abzatz.

Race 3 was red-flagged and declared a non-event due to an oil spill for an Improved Production driver; the grid positions were reset for Race 4.

Please contact Lachlan Mansell from Chequered Flag Media for more information / hi-res images: 0403 937 111 / info@chequeredflagmedia.com.au

MEDIA RELEASE

Saint made a slow start and Levy capitalised, pulling away at the front of the field. Saint also became embroiled in a battle with some slower Improved Production cars and lost further places to Stillwell and D'Anna.

Levy claimed his first BMW Driver's Cup win, also finishing second for the round while Stillwell was elated with third overall in his first event for 2013.

For more information on the BMW E30 Series, please visit www.e30racing.com.au.

BMW Drivers Cup Overall Results – Round 5

1. Alan Saint – 68
2. David Levy – 65
3. Michael Stillwell – 64
4. Anthony D'Anna – 52
5. Brian Bourke – 50
6. John Angiolella – 48
7. Aneeta Abzatz – 41
8. Gary Pearce – 15

BMW Drivers Cup Top 10 Standings – After Round 5

1. Alan Saint – 113
2. Brian Bourke – 90
3. John Angiolella – 86
4. Anthony D'Anna – 83
5. David Levy – 68
6. Gary Pearce – 56
7. Geoff Bowles – 43
8. Simon Mitchell – 33

=9. Sean Bell – 28
=9. Paul Kertes – 28
=9. Glenn Potter – 28

WELCOME ALL NEW MEMBERS

Colin Wilson	2002 1975		
James Davey	318i 1984		
Matthew Fleischer	535i 1986		
Geoffrey McIntosh			
Tony Raso	VJ 770 Charger 1975		
Daniel & Kyle Bowden	E30 1985		
Matthew Constantine	M3		
Rob Stanley	735i 1987		
Rohan Burleigh	635 csi 1986		
Thomas Chadwick	E30 1989		
Mark Sheppard	E34 540i/6 1995		
Stewart & Maureen Adam	123d 2010		
George Colvin	323i 1985		
Wayne Myers	Ford Mustang 1970		
John Ristell	1M 2012		
Pancho & Antonella Grech	Dodge 1970		
David Crowe	2002 1974		
Stephen Seah	M3 coupe 2013		
Tom Foster	M6 Coupe 2013		
David Bernov	730il 1996		
Simon Renn	M3 1988		
Dean Trajkovski	E30 1989		
Cameron Hazendonk	Holden VK Calais 1984		
Jason Ferron			
Simon Wisniak	1 performance 2013		
Kamal Salaheddine	318i 1990		
Wes Scott	E34 540i 1993		
Jo Banks	2002tii 1974		
Gloria Kyriacou Morosinotto	X5 2013		
Jock Holland	1 series M coupe 2011		
Andrew Ryan	XP ford falcon 1966		
Scott Bruni	1975 wagon		
Steve and Liz Chapman	735i 1987		
Bill Benic	323ci 2000		
Les Sandor	318i baur 1985		
John and Jeanette McGhie	M535i 1988		
Chris O'Neill	Ford F350 1980	Yamaha SR500 (Mc) 1978	
Ian and Sandra Smith	X5 2002	Camaro 2010	
Bruce & Chelsea Gomes	E30 Baur 1984	318i E30 1989	
Mark Chettle	E36 1992	E36 1991	
Joseph & Anthony Portelli	M3 1996	E36 325 1992	
Robert Hunting	E34 540i le 1995	E28 528i 1982	
Robert & Robyn Baker	318i Baur 1985	323i Baur 1985	
Matt Wacker and Jill Smithdale	M6 2006	Ferrari Testarosa	
Andreas Doelling	E30 M3 1986	E36 M3 1997	E92 335i 2007

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Geelong, VIC 3220
Tel: 5221 2111
Trade prices on parts.

BALLARAT BMW
cnr Sunraysia Hwy & Waringa Drive
WENDOUREE 3355
Tel:5339 9339 Contact:
Tim Britt (Sales) Craig Hancock (Service & spare parts) Trade prices on parts.

VALLEY PRESTIGE BMW
cnr Tramway Rd & Saskia Way
Morewell, VIC 3840
Tel: 5133 6600 10% discount on Service, Trade prices on parts

BODY WORKS

BMW BODYSHOP
770 Lorimer Street, PORT MELBOURNE 3207
Tel: 9676 7666

AMEX AUTOBODY PTY LTD
Specialist BMW Repairer.
634-636 Waterdale Road,
HEIDELBERG WEST 3081
Tel:9459 6366 Contact: John Chesser

CHARLIE BATTISTI & CO
Recommended BMW Repairer,
2-4 Moncrief Rd, NUNAWADING 3131
Tel: 9894 4622 Contact Lina
20 years experience 10% discount
Special prices on repairs and rental cars.

M & J NOVAK PRESTIGE MOTOR BODY REPAIRS Est. 1962
88-92 Cecil St. STH MELBOURNE 3205
Tel:9690 0322 Joe Novak or Baron Novak
0417 300 011

SERVICE, REPAIRS Motorsport, Performance Equipment

BELL MOTORSPORT
Factory 4/244 Marine Pde, HASTINGS 3915
Tel: 5979 1599 Contact: Graeme Bell
Performance modifications to any BMW; Road, Race and rally preparation.
Member discount on application

BM TECH AUTOMOTIVE
295 Canterbury Rd, CANTERBURY 3126
Tel: 9836 1888 Contact: Joe Brogno
Trade Prices on parts for members

GAMBOLD ENGINEERING SERVICES
Unit 137, 45 Gilby Road
MOUNT WAVERLEY 3149
Tel: 9558 9995 Contact : Tony
Special Prices for Members

NORTHERN BM Pty Ltd
200 Grange Road, FAIRFIELD 3078
Tel: 9499 3088 Contact: Phil Showers
Full servicing, repair & motorsport preparation facilities.
Special Prices for Members

THE MUFFLER MAN
434 Malvern Road, PRAHRAN 3181
Tel: 9529 7722 Contact Trevor
Member discount on application

QUATTRO SPORT ZENTRUM
Tel: 9429 7477 Contact: Simon
Tuning upgrades for BMW's inc Schrick cams, Milltek exhausts
Member discount on application

M1 MOTORS
3/50 Rooks Road Nunawading VIC 3131
9873 3668
Full BMW Servicing and Performance Tuning
Panel Repair and Motorsport Preparation
Special Prices on Parts and Labour

STUCKEY TYRE SERVICE
828 Sydney Road, BRUNSWICK 3056
Tel: 9386 5331 Contact: Russell Stuckey
Road or race tyres of all makes + range of Motorsport wheels
Member special pricing

MIDAS CAR CARE KEW
770 High Street, EAST KEW 3102
European car service specialists
Tel: 9859 9038 Contact: Peter
10% Discount for members

SMG AUTOMOTIVE PARTS
Building 41, Clayton Business Park
1508 Centre Road, Clayton Vic 3168
Tel: 03 9550 5300

SOUTHERN BM
2 Elna Court, MOORABBIN 3189
Full BMW servicing and tuning
Tel: 9555 4049 Contact: Andrew or Jimmy
Member discount applicable

WELSH AUTO PARTS
151 Islington Sreet, COLLINGWOOD 3066
BMW, Mercedes, VW, Volvo & Audi parts
Tel: 1300 363 857 or Greg on 0418 578 740
Trade or special prices to members

BM's R US
250 Edwardes St, Reservoir
Wide range of new and used BMW spare parts - 10% discount for members on all except new genuine parts Tel: 94605755
Website: www.bmsrus.com
Specialists in mechanical repairs

PENINSULA BM
147 Mornington-Tyabb Road, Mornington 3931
Parts: 1800 064 934 Service: 59763633
Web: peninsulabm.com
BMW parts, service & repair specialists

OTHER SERVICES

KAOS Custom Bikes
979b Glenhuntly Rd, CAULFIELD STH 3162
Bicycle sales and repair, custom builds.
Tel: 9563 6355 Contact: Andrew
10% discount for members

CLIMAIR ACCESSORIES AUSTRALIA
Slimline weathershields for BMW - Catalogue available on request
Tel: 0419 355 721 Contact: Robert Bail
Member discount on application

CLEF HI-FI
363 Clarendon street
South Melbourne Vic 3205
Phone: 03 9645 0342 / 1300 253344
www.clefhifi.com.au | Contact: Stan
Member discount on application

MERIDIAN MOTORSPORT
Factory 7,1-7 Friars Rd, MOORABBIN 3189
Wide range motorsport equipment -
refer www.mmsport.com.au or
email brenton@mmsport.com.au
Tel: 9553 4200 Contact: Brenton
Special prices for members

TRADELANES GLOBAL SOLUTIONS
36 Allied Drive
TULLAMARINE 3043
Tel: 9330 0090 Contact: Stewart Garmey
Mobile: 0418 730 676
Special prices for members

LARRY WHITING
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Tel: 0435 900 579 Special prices for members
lwwhiting@optusnet.com.au