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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 - www.bmwccv.com.au/forums.

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On the Cover:

The BMW's of BMWCCV member Heath Moore.

Member of the International Council of BMW Clubs



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From the editor

Hello all,

I just want to start with my apologies to James Heaney for the last magazine and the problems with the photos not matching in his E12 article. I feel terrible that I didn't pick it up after the conversion to PDF!

Between this magazine and the next one, we will be having our AGM. Be sure to come along to the Bentleigh RSL on the 8th of September to have your say, or if you want to join the committee come along! There's more information elsewhere in the magazine about the AGM.

On that note, I can't believe I have been doing this for a year now! I cannot thank Jenna enough for answering my million questions as I've come to them! I can honestly say I am loving this role and look forward to continuing it in 2014-2015 (if you choose me to do so)!

I hope you all like the new layout, I personally love it. Feel free to send me any feedback about anything that you may have. We will be tweaking it as we go along.

Also please do send me any articles or bits and pieces you would like to go in the magazine! I'm always looking for new articles and photos from the front cover.

I have to say a big thank you to everyone that has given me feedback on the article I did 2 issues ago. I have been overwhelmed with great responses, so thank you all.

Club Plates

Just a quick note on club plates, there will be changes to the club plate system coming from VicRoads that we are still waiting on, however we as a club have amended our club plate policy. These are the general requirements we would like you to be aware of:

1. Applicants for a Club Permit must be a financial member before submitting an application.
2. Vehicles submitted for a Club Permit must be 25 years old, well presented and reflect that the owner is an enthusiast.

Modifications to the vehicle are limited as noted in our full club plate policy that you can find at the web address below and the car must be in a satisfactory condition, this will vary from car to car, but in general cars must be in good condition with acceptable body work and paint, the interior and engine bay should be neat and tidy, and the car must be mechanically sound.

3. The vehicle must be accepted by the BMWCCV Authorised Officer and then must pass a Vehicle Safety Inspection by the BMWCCV Authorised Officer, preferably in a Workshop or obtain a Roadworthy Certificate.
4. The vehicle must be garaged in Victoria, this allows for interstate members to register their car under Victorian Laws.
5. Club plates are able to be used anywhere in Australia under the Club Permit conditions; ie logbook is carried and filled in when driven.
6. The owner must remain a financial member of the BMWCCV for the Club Permit Registration to be valid. This means that if you don't renew your membership you cannot renew your permit, as each year your renewal must be signed by the BMWCCV Authorised Officer or the BMWCCV Secretary. It should also be noted that Club Permits can be revoked by the BMWCCV Authorised Officer if you are not a financial member of BMWCCV or if, in the opinion of the BMWCCV Authorised Officer, the vehicle, or its use, no longer complies with the intent of the Club Permit Scheme.

The full policy can be found at:
<http://www.bmwccv.com.au/club-permit-scheme/>

So please ensure you are aware of all the requirements if you currently hold club plates or intend to in the future.

I look forward to seeing you all soon!

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What's On

Date	Event	Location
27 July	Cruise Day - Christmas in July	To Moto Bean Cafe, Malmsbury
2 – 3 August	Phillip Island 6 Hour	Phillip Island
10 August	Hill Climb	Haunted Hills
16 August	Dyno Day	4B Performance, Carrum Downs
7 September	BMWCCV Club Sprint / Fun day	Sandown
8 September	AGM	Bentleigh RSL
13 September	Driver Training	DECA Shepparton
11 October	Driver Training	Winton
18 – 19 October	Winton 6 Hour	Winton
31 Oct. – 5 Nov.	Tour of Tasmania	Tasmania
8 -9 November	E30 Racing – Winton 300	Winton
22 November	Charity Ride Day	Sandown

* Please note that more events can be added at anytime. The calendar is never final.

If you would like to help in running any events or would like to run your own cruise day or have suggestions for any events, please contact Rod & Val Smith at events@bmwccv.com.au.



Notice of 2014 Annual General Meeting

Dear Club Member,

I am pleased to advise that the 2014 Annual General Meeting of the BMW Car Club Victoria Inc. will be held at 8pm on Monday 8th September 2014 at the Bentleigh RSL, 538 Centre Road, Bentleigh.

The agenda for the Annual General Meeting shall be:

1. Confirmation of Minutes of previous Annual General Meeting.
2. President's Report
3. Financial Report
4. Committee members' reports
5. Election of Committee (as per section 9 of the Constitution)
6. Election of Auditor
7. Notices of Motion
8. General Business

During the Annual General Meeting, an election will take place to appoint the President and Committee for the 2014-2015 year.

Only financial members as at Friday 29th August 2014 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 2014-2015 year.

Kind Regards,

Tony Whelan.
Secretary/Public Officer.

My first ever BMW

Written by Jo Mawson

So I am now the proud owner of my first BMW

Bridget !!!!! (Yes she has a name).. a 2000 E46 330ci Convertible.

It's been a long time coming from my first romance with a yellow E type Jag I used to pass as a teenager walking to school. I always dreamt of one day owning a convertible or

It was love at first sight...

sports car but what with traveling as a young adult and then marriage and the joys of a mortgage, followed by children, that dream never came true.

Until three weeks ago when I got a text message from Graeme Bell (from Bell Motorsport) asking if I fancied buying a convertible. "Mmmmmmm" I think to myself is he serious. Could this be my chance at last of fulfilling my dream?

A couple of days after receiving my first message I receive another telling me the car is at his workshop and I should pop down and check it out.

There she sat in the front yard my heart started to race with excitement then he threw me the keys and told me to take her for a spin. I can say I was nervous .. Terrified actually as I have never driven anything so lovely, but once I get used to her there is no going back... I did love my Camry but let's face it there is no comparison.

We took her away for the long weekend down the great ocean road and even though it was a little cool we put the roof down and I had my first Bridget Jones moment with the wind in my hair and it was FANTASTIC!

I have now registered as a member of the club and look forward to participating in some of the club activities and Bridget and I look forward to meeting everyone and making some new friends.



2014 Founders Dinner

Written by Jo Mawson

On Saturday 21st June I attended my first BMWCCV social event.

The week before I was in hospital and was keeping my fingers crossed that I would be out and well enough to attend and luckily I was discharged on Thursday.

A little worried about the menu I asked Graeme to email Jenna for a special dietary menu, which she replied would not be a problem.

So Saturday rolls round and we all get into our finery (men looking exceptionally nice) making an effort with suits and ties. If you looked hard enough you could still see a little bit of grease under the nails but a good effort was made by all. Ladies also looked lovely.

I was very proud to be there with most of the Bell family, who have welcomed me into their racing group with open arms and are slowly educating me on BMWs.

The night started off with lovely canapés and the bar and waiting staff were very efficient keeping everyone attended to.

We were all asked to be seated at our tables, where I was greeted by the head waiter who personally looked after my special dietary menu, which I thought was very nice, greeting me by name and making me feel very comfortable.

Entree came and by what I saw of the others looked pretty good and I can honestly say there wasn't any waist happening on our table.

Now for the duo, who played a really good selection of music, even those they didn't know they managed with a little improvisation helped along by Jenna and Google.

Mains came and again amazing service and really good food.

More dancing! I think helped along by an open bar but was great to see young and not so old up there just letting all the weeks troubles vanish and everyone have a great time. Raffle time. Barrel girl Jess Bell did a great job, even though

we had only one win on our table, I managed to score myself a BMW cap and pen (thanks Chris), there seemed to be a lot of 30s coming up but all in good fun. I think everyone was happy with what they won.

And then there was dessert!

Thank goodness I was on special diet I got a lovely plate of fresh fruit, while the others had to endure pear tarte tatin, or a selection of what only looked like chocolate heaven. I must admit I was so tempted to have a taste but I resisted.

This was followed by tea and coffee and more dancing, impromptu singing (mainly by our table) and a conga line!

All in all I think it was a very successful night and it looked like everyone who attended had a great night.

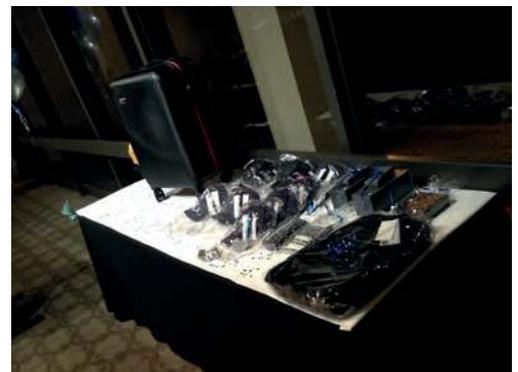
Thank you again to all who welcomed me to my first social evening and I'm sure you will see me at many more.

If you didn't see me there I'm the silly one on the right in the photo..





Thank you to the BMWCCV Committee for organising such a fantastic event. The venue was perfect!



Chassis Dyno and Torque Figures

Written by Joel of
4B Fabrications & Performance Tuning

A chassis dynamometer is a rolling road with the capacity to simulate real driving under various load and speed conditions.

First we need a basic understanding of a few physics principles. Firstly $F=ma$, where F = force, 'm' is mass and 'a' is acceleration. This is Newton's second law of motion. The way a Dyno works is to measure the force exerted by the vehicle, by also measuring the speed of the wheels the power can be calculated.

The force is measured in torque by a strain gauge, the braking force is generated by a load cell, this can be electric, hydraulic, water or even friction (Inertia). Electric is the most common form of load cell, often referred to as a retarder. The load cell is mounted to the rollers, and applies an opposing load to the vehicle; this is where Newton's third law comes in. For every action there is an equal and opposite reaction. In a stationary load situation, constant throttle and speed, the dyno matches the load generated by the vehicle. The resistive force of the retarder is measured at the strain gauge and converted to torque.

The power is calculated with the addition of a speed input, the roller speed is measured and then put into the formula $\text{power} = \text{torque} \times \text{speed} / 5252$. 5252 is a mathematical constant. One horsepower is defined as 33 000 lbf-ft/minute. A one foot circle has a circumference of 6.2832 feet, as these are both constants you can divide $33\ 000 / 6.2832$ which gives 5252.

All dynamometers work on this principle, measure the torque and the speed, plug the values into the formula and hey presto, Horsepower.

So based on this all dyno's should read the same, but they don't...why.

One big problem is Friction. Friction resists all movement and comes in many forms, some we think of and some we forget. On the road wind creates a huge amount of friction; this is why roof racks and raised 4x4s lead to poorer fuel economy as it takes more power, therefore fuel, to overcome the additional friction. The bearings in the axles, the differential gears, the transmission and universal joints all resist movement due to friction and therefore take some power to drive, these parasitic losses are not measured at

the wheels, the dyno will only measure the power that is left, because of this any reduction in friction will result in a higher measured power.

Frictional losses don't end at the car though; the dyno rollers themselves are large and heavy and sit on large roller bearings. If you ever had the opportunity to spin a dyno roller with your feet you'd be lucky to be able to rotate the rollers at any more than 5kph, the car is rotating them at speeds in excess of 200kph. The effort exerted to rotate the dyno rollers is considerable; it is considerably lessened if the vehicle only has to turn 2 rollers not 4.

As the size and weight of the rollers varies from manufacturer to manufacturer it also stands to be true that different brands of dyno's will read differently, smaller lighter rollers, or no rollers at all such as in a hub dyno which also removes the mass of the wheel are quite correctly going to read higher, the misconception being the engine is more powerful when in fact the losses are just lessened.

There seems to be a lot of confusion over rear wheel figures and engine figures. I get queried nearly daily at work about what torque does the car make? Especially when it comes to diesels and specifically the TD42. A chassis dyno measures power and torque at the rear wheels, torque and power at the engine is measured at the flywheel.

Manufacturers specify flywheel torque and power figures. The difference between rear wheel torque figures and engine torque figures can be calculated as the difference between engine rpm and dyno roller rpm. For example, a vehicle running on the dyno at 100kms per hour rotating the engine at 2000 rpm may be rotating the rollers at 1000 rpm.

In this case as the speed is half then the torque is double, so halve the dyno torque reading to get the engine torque in this example. If our dyno torque at the rear wheels is 500Nm then the engine torque is 250Nm. Where this becomes confusing to people is they seem to assume the gearbox is the only torque multiplier and that if the gearbox is in 1:1, commonly 4th gear, then the torque is more accurate.

Unfortunately this is not the case, there are other torque multipliers that need to be factored in, for example the differential ratio and even the tyre size. If the car is an auto it gets worse still as the torque converter is a flexible joint that's speed and torque output vary depending on load.

I was recently questioned regarding the validity of the high torque figures generated using 3rd gear on the dyno rather than those of 4th as it would appear people are making comparisons between vehicles based on rear wheel torque.

It is true the torque figures in 3rd gear are higher in but I don't make it that way, the laws of physics do. Rear wheel torque figures are not comparable from vehicle to vehicle regardless of the gear unless the gear, tyre size, pressure,

tie down method and diff ratio; are all the same on the same dyno. Torque figures in 3rd will be higher than 4th, by the amount of what the difference in gear ratios is.

So if 4th is 1:1 and 3rd is 0.75:1 then the torque will be 25% higher in 3rd than 4th, and the speed will be 25% lower if everything else remains the same. Another example would be if two cars came in, both TD42 engines. Car one has 35 inch tyres and 3.9:1 diff ratio. Car two has 4.88 and 31 inch tyres. So at 100 kph car one is doing 2440 rpm and car two is doing 3438 rpm at the same 100 kph (let's assume the guy with 4.88:1 normally off roads with 37 inch tyres but for the road and a dyno has his street legal 31's).

So in this example the difference in ratio is more than 70%, a greater difference in ratio than the gearbox between 3rd and 4th. For the fairest comparison between these two cars then the car with the 35's and 3:9.1 should be run in 3rd gear and the car with 4.88:1 should be run in 4th to make a closer comparison between the two as the total drivetrain ratio is most similar.

There are a number of reasons to run lower powered cars in third, most 4wd owners are unlikely to take their vehicles up to 140-160kph, and higher depending on the gearing, these speeds would be achieved at the top of 4th gear.

These speeds with larger aggressive tyres are often hard on the cars and not so good for the dyno with harmonics and vibrations.

I have also seen a number of tyre failures at high speeds of aggressive 4wd tyres, delamination, tread separation and blistering after longer use at high speeds. Also a dyno like a torque wrench is most accurate in the middle of its range, ours can read from 0.1 to 1800Nm but a low powered vehicle, less than 80 kW is going to show more accurate figures in 3rd as the load cell will measure more torque in 3rd than 4th making the power calculation more accurate and gains more easy to recognise.

The power figure will be the same regardless of gear, with the exception on the influence of friction. The loss of speed equals the gain in torque and vice versa. If comparisons are being made between cars then they should be made based on power not torque unless you can be 100% certain the two vehicles are of the same tyre circumference (size, wear and pressure), have the same diff ratio and are in the same gear.

If you're interested to know more, here's a video to demonstrate the large differences in power measured purely by changing how the car is tied to the dyno:

Link -> <https://www.facebook.com/photo.php?v=403179626366446&set=vb.157732700919912&type=3&theater>

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Monthly Meeting at CarDip

Written by Jenna Patan

For our June Monthly Meeting BMWCCV headed to Car Dip Australia in Nunawading. We were lucky enough to have lots of cars on display and plenty of different samples of what the product was and how it could be applied left around the workshop for us to look at and play with.

Car Dip offer a liquid spray on wrap which was originally manufactured and developed in the UK. The product primarily acts as a paint protector for your car and your wheels, however Minal did make the comment that you can pretty much spray it onto anything except yourself (probably pretty good advice!).

Once applied (application is super easy) it resembles a latex layer over the surface and users then have a huge choice of Gloss, Clear, Matte, Fluorescent, Pearlescent and Metallic

colours. Minal is looking forward to getting a paint mixer as it means the sky's the limit for colour choice.

Tim Gearing from Deep Green Prestige Detailing was also in attendance but unfortunately we didn't get a chance to see the demonstration he had planned for us. We look forward to inviting Tim back for another meeting before one of our Display days towards the end of the year.

With over 50 members enjoying the evening, Car Dip kindly offered to give away a fantastic raffle prize for one lucky member to have a set of wheels dipped. I'd like to also personally thank Jess Bell and Minal for making my birthday very special. It was a great night out and I was awfully embarrassed with the flowers, balloons, banners and cake!



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A 32 year love affair

Written by Ian Round

It started in 1982 with my first BMW... a blue 1973 model round tail light 2002.

That car is still (mostly) with me today. It was nearly 10 years old and had done 92,000 miles.

Within a couple of years it was due for a heart transplant – the first I had ever attempted. A full rebuild, but with a modified cam, 9.5:1 pistons, head flowed by a motor bike specialist, dual twin throat weber DCOE 40 carbies, new clutch and a gearbox re-build. It flew, but only after I learned how to tune the carbies and swapped the distributor.

That car taught my four kids to drive.

Unfortunately it wasn't always garaged, and after some time I learned that it had been re-sprayed and moisture bubbles started to appear.

In 2005 I found a very straight 2002 white body that had been fish-oiled, so all the mechanicals were all swapped across. For now it is unregistered, and about to get its second heart transplant.

The next affair was with a red 1986 318i – my only new BMW. Unfortunately one rainy night after working long hours I fell asleep and drove it into an embankment at about 90km/hr. The front and all four corners were demolished. Remarkably I came out with only a seat belt bruise. The car was repaired by a BMW specialist, but I was never confident and sold it shortly after.

Then there was a short stint with a 1994 328i coupe whilst I was in living the Middle East.

In 2003 I found a 1978 model 633csi (E24) with a very straight body. It had been resprayed black and with 17" BBS wheels it looked great. Whilst the body was good, the mechanicals needed some work – first the suspension, then I swapped out the old 3 speed auto for a 5 speed manual, followed by a full brake overhaul, power steering, and a top end rebuild. It now drives the way it should. It's not fast off the mark, but a great cruiser.

I had always had a yearning for a convertible, so the next was a 2002 model 330ci (E46). It came with an optional aluminium hardtop that is great for the cold Victorian winters. It was seven years old, well optioned and with only 55,000km on the clock and. Two years ago we did the big road trip to Queensland and back with the top down nearly all the way. It's a beautifully balanced car to drive, and with the top down that's a whole different experience.

In all five BMW loves in 32 years. The 2002, 633 and convertible are still with me (more than I can say for two wives), but the one that endears the most is the 2002. There is not a nut and bolt on that car that I don't know, and it's just a great "seat of the pants" drive.

The 633 and the 330 convertible up are for sale, in the hope that I can get into a Z4M convertible.



BMW CAR CLUB OF VICTORIA INC.

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Tour of Tasmania 2014



Friday 31st October – Wednesday 5th November, 2014.

Spirit of Tasmania and accommodation 1 night each at Cradle Mountain Chateau, Freycinet Lodge and Launceston Country Club Villas. Cost approx. \$1,300-\$1,500/person twin share basis for accommodation and meals. See proposed itinerary for full costing details. Can be paid for by instalments.



Option of extended trip Wednesday 5th – Sunday 9th November, 2014.

Accommodation 1 night at Launceston, 2 nights at Strachan and 1 night at Hobart.

Cost approx. \$2,400-\$2,600/person twin share basis.

See proposed itinerary for full costing details. Can be paid for by instalments.

RSVP and \$100.00/person deposit by 1st September 2014:

Names attending: _____ Member No: _____

No. attending: _____ 4 day, 5 night trip _____ 8 day, 9 night trip

Interest in Options: Gordon River Cruise MONA Hobart Both

Email Address: _____ Mobile No: _____

Payment by: Cheque / Cash / EFT / Credit Card: Visa Mastercard

Amount: _____

Full Name on card: _____

Card Number: _____ / _____ / _____ / _____ Expiry: _____ / _____

Signature: _____

EFT Details: NAME- BMW CAR CLUB OF VICTORIA BSB- 033132 ACCOUNT- 219267

Post cheques to: BMWCCV, GPO Box 1250, Melbourne 3001.

Any questions to: Tony Whelan, 0418 509 171 Email: secretary@bmwccv.com.au



4 DAY, 5 NIGHT TOUR

Friday Night	31-Oct-14 Sail across to Tasmania on Spirit of Tasmania
Saturday Breakfast	1-Nov-14 Disembark and drive to Penguin for breakfast
Morning	Drive via Hellyer Gorge to Central Plateau
Lunch	Light lunch at Cradle Mountain Lodge
Afternoon	Wilderness Gallery and walk around Dove Lake
Night	Dinner and stay at Cradle Mountain Chateau
Sunday Morning	2-Nov-14 Drive via Mole Creek Caves
Lunch	Historic Longford Hotel
Afternoon	Drive via Campbell Town to Coles Bay
Night	Dinner and stay at Frecinet Lodge
Monday Morning	3-Nov-14 Walk to Wineglass Bay Lookout
Lunch	"BMW Pancake" Lunch at Elephant Pass
Afternoon	Drive via St Helens & Scottsdale to Launceston
Night	Dinner and stay at Launceston Country Club Villas
Tuesday Morning	4-Nov-14 Option of National Automobile Museum of Tasmania
Morning	Option of looking around Cataract Gorge
Lunch	Melbourne Cup Luncheon at a Tamar Valley Winery
Afternoon	Drive via Devonport to Spirit of Tasmania to travel home overnight
Afternoon	Otherwise return to Casino Country Club

For those doing the 4 day, 5 night tour

Night	Sail across to Victoria on Spirit of Tasmania
Wednesday Morning	5-Nov-14 Arrive Melbourne

For those staying on for 8 day tour

Night	Dinner and stay at Launceston Country Club Villas
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4 DAY, 5 NIGHT TOUR EXTENSION

Wednesday Morning	5-Nov-14 Drive to Sheffield "Town of Murals"
Lunch	Café at Rosebery
Afternoon	Drive to Strahan
Night	Dinner and stay at Strahan Village
Thursday Morning	6-Nov-14 Gordon River Cruise
Lunch	Gordon River Cruise
Afternoon	Gordon River Cruise
Night	Dinner and stay at Strahan Village
Friday Morning	7-Nov-14 Drive via Queenstown & "The Wall"
Lunch	Café at Tarraleah
Afternoon	Drive via New Norfolk to Hobart
Night	Dinner and stay at The Henry Jones Art Hotel
Saturday Morning	8-Nov-14 Salamanca Markets
Lunch	Salamanca Market Cafes
Afternoon	Drive via Bothwell & Deloraine to Devonport
Night	Sail across to Victoria on Spirit of Tasmania
Sunday Morning	9-Nov-14 Arrive Melbourne

Note: Option to spend 1 night in Strachan and 2 nights in Hobart to visit MONA Hobart in lieu of Gordon River Cruise or extend by another day and do both

Pricing Options are based on per person twin share basis and include return voyage on Spirit of Tasmania with accommodation in an Inside Cabin, 1 car space per couple, accommodation as listed, evening dinners as listed, full breakfasts, lunches as listed and entry to the Mole Creek Caves and Gordon River Cruise or MONA on the extended tour.

Note: Petrol, All Drinks, Morning/Afternoon Teas and Travel Insurance are not included in pricing.

4 Day 5 Night Tour \$1,380.00 per person twin share

8 Day 9 Night Tour \$2,460.00 per person twin share

Extra for Delux Cabin on Spirit of Tasmania	\$252.00 per person twin share
Extra for porthole cabin on Spirit of Tasmania	\$48.00 per person return
Extra for single person/car on Spirit of Tasmania	\$89.00 per car

BMWCCV Apollo Bay Cruise

Written by Natalie & David Barnes

The day dawned cloudy and grey, but started fatefully when BMWCCV members rolled into the new BP Lovely Banks where the day was about to begin.

Undaunted by the weather, Tony revved up the crew and informed us of the activities for the days ahead.

As we set off bound for the Great Ocean Road for a morning tea at Freestones Malt store, the excitement started to build within the group.

After a quick stop, taking time to observe and obsess over the collection of old relics and man cave memorabilia we continued to drive on in our stylish convoy.

It was an impressive road to Lorne that followed and provided much enjoyment for the convoy.

The weather made for an excitable display for both passenger and driver as continuous waves crashed upon the shore.

After a much needed lunchbreak, the members took time to thaw off and move onto our accommodation for the night in Apollo Bay. Ahead lay more roads with spectacular scenery and fun cornering for all.

After checking into our accommodation with some rest and free time, the convoy set off for "Chris' Restaurant" in the treetops just off Skenes Creek Road. The setting made for a stunning view of Apollo Bay. A menu of delectable choices was presented to each member and a perfectly presented 3-course dinner ensued.

Day two and what better way to start off the day than a cooked breakfast!

We set off bound for Cape Otway Lighthouse and after a fantastic brief by our guide on the history of the Bass Strait, as well as how the Otway Lighthouse came to be, all were astonished at the sheer beauty of the landscape and the amazing construction of the Lighthouse for so many years ago.

With amazement still within us, we moved onto the Otway Fly. With a quick lunch we trekked up to the "Treetop Walk" where the atmosphere was magical.

"We had a fabulous weekend on the 2-day cruise. Tony Whelan should get a medal for the spot-on way he organised the event and looked after us."
- Stewart Adam

Before the rain set in, we journeyed home bound but not before taking the scenic route through Turton's Track.

A series of incredibly twisty roads ensued and we were quick to find out that the track was 40kms for a reason – after witnessing the aftermath of an accident (all were okay) we continued home and were enamoured with the drive.

A big thank you to Tony Whelan for his fantastic organisational skills as well as the members for their company throughout the weekend, all were lovely!

David and I thoroughly enjoyed the drive and are thrilled to be part of such a great club.

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NORTHERN BM%
MELBOURNE'S TOP BMW SPECIALIST



An enormous warehouse of BMW spare parts

The 9th generation at Jacobsgård



Christian Jacobsen buys approximately 400 trashed and crashed BMW's every year. They arrive to Nordborg, where they are disassembled, numbered, photographed and end up at the warehouse and the homepage of Schmiedmann, wherefrom everything can be ordered.

The manager Christian Jacobsen is not boasting about it. Nice and calm, as himself, he and his childhood friend Martin Andresen have build up a business, that is Northern Europe's biggest within used original and new non-original BMW-spare parts.

Schmiedmann has a branch in Odense and franchisees in eight European countries. Every year 400 BMW-cars arrive to Nordborg.

Christian Jacobsen buys the cars himself. Almost daily he bids online at one of the many auctions organized by the insurance companies, that want to make the most out of the crashed BMW's. At other auctions Christian buys crashed BMW's.

Out in the world

The cars are delivered to Nordborg, where three employees take them apart. All the valuable parts are numbered and placed in the big warehouse, there is soon to be twice as big.

A new workshop/warehouse at 1000 m2 is under construction.

In one end the crashed cars arrive, and out in the other end a steady stream of packages containing small parts, engines, bumpers, doors and hoods.

The consignees are both private customers and workshops in Denmark, Germany and most of the North.

Usually they find what they need. That is the secret behind our success.

"We are so big, that people almost never return empty-handed", Christian Jacobsen says. He has 14 members of staff.

Customers from Sjælland

All the used spare parts are in Nordborg as well as a shop and a car repair shop. The shop easily competes with the low prices in Germany.

"We have customers all the way from Sjælland. The hourly wage is sometimes three times higher than at our place", the manager says.

"There is an enormous unexploited potential in sale of spare parts. I strongly believe that we will grow", says Christian Jacobsen, who will advertise for two more employees, when the 2nd warehouse is finish.

In 1996 a newly qualified mechanic and a student had a good idea. Since then there have only been progress for Christian Jacobsen and Martin Andresen.

Jacobsgård was the name of the farm, whereof only the



Christian Jacobsen buys cars at online-auctions and with 18 years of experience, he knows when to jump at an offer. The cars cost between 5000 and 100.000 Danish kroner. Separated into bits and pieces, they are far more worth. And because of the large selection, the customers almost never get disappointed.

beautiful and newly restored farmhouse is left. Tall stores and workshops supersede stables and barns. Christian Jacobsen lives in the farmhouse with his wife, Anne and their three children. Christian is as the 9th generation grown up in the house. At that time his farther, Jorgen Jacobsen was running the farm and working as a schoolteacher as well.

“Now I get to spend more time with my family. It is convenient to live and work at the same place”, the owner says.

A good idea

It was his and the friend's passion for the German quality-car BMW that got them into the business. Christian was just finished as a mechanic and Martin still was at Business school when they got their hands on a handful crashed cars. They enjoyed disassembling and selling the parts.

In 2000 the bought a rival company in Odense, where Schmiedmann has been ever since and just has expanded a great deal. At first the partnership was called “The BMW specialist”, but it was forbidden by BMW.

“For about ten years ago we sat down and developed the name Schmiedmann. It had to sound German, because of the connection between quality and German cars”, Christian Jacobsen says.

Facts

- 14 employees
- Christian Jacobsen and Martin Andresen have divided the business into two private limited companies.
- Schmiedmann in Odense is the place, wherefrom all the new spare parts are sold.
- Schmiedmann has it's own production of car accessories.
- There are 20 employees in Odense and 14 in Nordborg.

SCHMIEDMANN
BMW specialist

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BMW STYLING
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SERVICE
BEST PRICE GUARANTEE

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\$41.33

\$325.52

\$415.17

\$265.63

From \$280.17

From \$111.94

From \$165.94

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\$550.38

\$259.60

\$134.99

\$384.22

\$93.46

\$197.30

\$1,640.73

BMW E81 3 doors 116i 2008 Car no.: 1626

BMW E46 saloon 323i 1998 Car no.: 1633

BMW E60 saloon 523i 2006 Car no.: 1521

BMW E60 saloon 520i 2003 Car no.: 1620

Engine Tuning & Coding

Written by Andrew Brien



Please contact us at Southern BM for more information.

Electronic engine tuning may benefit performance and since most modern cars are set up for optimum economy, it is usually not too difficult to extract some extra power by modifying the settings of the electronic systems of the car including those that govern variable valve timing, turbo boost, spark timing and fuel injection.

However, it should never be about power above all else, because utmost care should be given to maintain the safety and reliability of the vehicle. Your engine tuning should strive to achieve gains without reducing reliability in any way.

Significant power gains can be made by modifying the vehicle's computer software, simply because most modern engines are not set up to deliver maximum power from the factory. This is because of two reasons: Firstly, fuel economy takes precedence to make fuel consumption figures as attractive as possible. Secondly and more importantly, standardized computer software is used on all engines across car models to save costs, purely because it would be prohibitively expensive to optimize the electronic mapping for each engine.

Professionals using well-developed software and tuning

technology can achieve the best of both worlds, and improve your performance whilst optimizing your fuel economy. This is done by connecting a computer directly to your car via a specialized cable. The engine's mapping software is downloaded, modified to achieve the optimal values specifically for your car and uploaded back into the car.

Additionally, your car's computer systems control many other aspects of your car including dashboard options, navigation, central locking and lighting to name a few.

Using the same technology to interact with your vehicle (referred to as "Coding"), we're able to modify these secondary systems to enable options that may not be available from the factory or were not available in Australia. A good example is turning on the digital speedometer (V=XXX on the dashboard) for all late model BMWs.

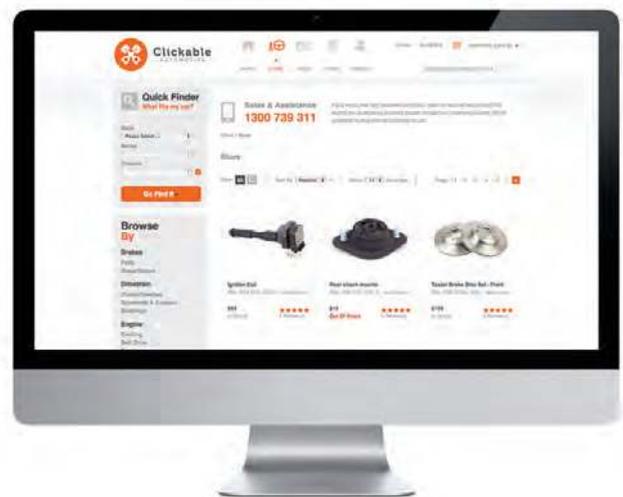
Once the car is returned to you, you will notice the improved performance immediately afterwards and there is no "run in" period in order for the modification to reach its full potential. SouthernBM offers a wide variety of tuning and coding solutions for most modern BMWs.



Hi, we're Australia's online BMW parts specialist

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Local Delivery



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BMW eXtroverted, the New BMW X4

BMW Press Club



The first Sports Activity Coupe in mid-size premium segment, the fifth model in the BMW X family, the BMW X4 continues the X6 success story. It is highly specified to provide definitive customer value and is available from July.

The booming mid-size premium crossover segment is about to take on a whole new character with BMW Australia recently announcing details and pricing of the first ever Sports Activity Coupe (SAC) to enter this field, the BMW X4.

With signature BMW X features, unmistakable coupe character, a distinctive design and excellent dynamic ability, the BMW X4 is set to build on the success of the X6 by offering a unique vehicle in this segment.

According to Phil Horton, managing director of BMW Group Australia, the new BMW X4 creates a whole new proposition for sporty minded customers who still require high levels of versatility.

..which has enjoyed unprecedented success worldwide by fulfilling the requirements of customers who desire

The X4 will follow in the footsteps of the X6...

premium motoring with a point of difference – a sporty, coupé styled SAV,” he said.

“And following BMW’s corporate direction, the X4 is packed with features and specifications, ensuring the vehicle offers outstanding customer value in addition to its extroverted styling and dynamic performance,” said Horton.

The new BMW X4 is based on the technical blueprint of the BMW X3, but displays a sporting character – and a generous level of standard specifications - very much its own.

Styling is a high point of the new BMW X4. The distinctive front face of the new model guarantees it is immediately recognisable as a member of the BMW X family: Light bands around the outer edges of the headlights are

slightly flattened at the top and back and make for a broad appearance.

The distinctive radiator grille surround in chrome and the large front air inlets underline the X4's sporting potential. In profile, the low coupé-style roofline extending into the rear is a distinctive feature which also clearly sets the BMW X4 apart.

The generously sized interior of the BMW X4 combines sportiness and exclusivity with high-level functionality. Every BMW X4 comes equipped with 40:20:40 split fold rear seats which allows for a flexible luggage compartment capacity of between 500 and 1,400 litres. A storage compartment package with a range of handy storage and luggage carrying features is also standard.

Every control element is angled towards the driver for optimal ergonomics. The xDrive status display identifies the BMW X4 as a member of the BMW X family.

Occupants in the BMW X4 enjoy an elevated seating position, with the front and rear seats only 20 and 28 mm lower respectively than in the BMW X3. This conveys a more sporty seating experience and comfortable headroom in the rear despite the roofline being 36 mm lower. The rear seat bench has two elegant coupé-style individual seats

but still provides enough room for up to three passengers. The BMW X4 will launch with four powerful engines – two petrol and two diesel units – all with BMW TwinPower Turbo technology. All of these engines excel with their tremendous revving ability, spontaneous power development and convincing refinement.

All BMW X4 models are fitted with an eight-speed automatic transmission - sports automatic transmission in the case of the X4 xDrive30d and X4 xDrive35i - and also include gear shift paddles on the steering wheel.

Pricing on the new BMW X4 clearly demonstrates the German manufacturer's commitment to offering high vehicle content at increasingly attractive price points. The new BMW X4 builds on the recent value improvement of the BMW X3.

The entry level X4 xDrive20i and X4 xDrive20d are priced at \$69,900 and \$73,400, and offer exceptional levels of standard equipment, including a host of extra features (valued at more than \$9,000) over their equivalent X3 models.

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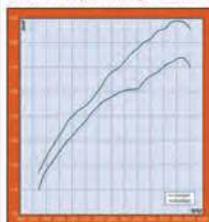


Performance Tunes

Performance Tunes involve changing the program inside the engine computer to increase the power and torque by altering the engine timing, amount of fuel and turbo boost amongst other things. Our tunes are flash programmed and don't involve any physical internal changes. The average power increase for turbo engines & diesels is 15% and a non-turbo engines is about 5%.

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BMW 530D (E60 / E61): More Mid to High-end Torque / Fuel Efficiency / Sharper Throttle Response



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Standard Max Power 216bhp
Autologic Max Power 246bhp
Maximum Increase 33bhp @ 3500rpm



TORQUE
Standard Max Torque 370lb/ft
Autologic Max Torque 425lb/ft
Maximum Increase 54lb/ft @ 3500rpm

CTEK Battery Charger

This is a superb product for people who drive their car infrequently or own boats, caravans or are planning a long overseas holiday and are sick and tired of replacing expensive batteries! The CTEK battery charger is a high quality, compact device which can be used as a normal battery charger or can even be permanently connected and mounted inside the vehicle. Suits all types of lead acid batteries.

\$150.00





BMW X4 xDrive20i

- 2.0-litre four-cylinder petrol engine
- 135 kW, 270 Nm
- 0–100 km/h in 8.1 sec
- 7.2 l/100 km
- CO2: 168 g/km

BMW X4 xDrive20d

- 2.0-litre four-cylinder diesel engine
- 140 kW, 400 Nm
- 0–100 km/h in 8.0 sec
- 5.2 l/100 km
- CO2: 138 g/km

BMW X4 xDrive30d

- 3.0-litre six-cylinder in-line diesel engine,
- 190 kW, 560 Nm
- 0–100 km/h in 5.8 sec,
- 5.9 l/100 km,
- CO2: 156 g/km.

BMW X4 xDrive35i

- 3.0-litre six-cylinder in-line petrol engine,
- 225 kW, 400 Nm
- 0–100 km/h in 5.5 sec
- 8.3 l/100 km
- CO2: 193 g/km

Standard features that highlight the dynamic credentials of the BMW X4 include Performance Control and variable sports steering, both of which combine to enable a higher level of dynamic cornering and handling with maximum grip, excellent directional stability and a very high degree of steering precision as well as comfort when parking.

Other standard features include 19-inch Y-spoke alloy wheels, xLine exterior and interior design scheme, two zone air-conditioning including rear air vents, leather upholstered sports seats with lumbar support and electric adjustment for the front seats and memory function for the driver,

sport leather steering wheel with gear shift paddles, Bi-Xenon headlights with LED daytime lights, LED fog lights, Lights package including exterior door handle lighting, USB, Bluetooth with audio streaming, Voice Control and pairing of multiple phones, Navigation Professional with large 8.8-inch screen and 20GB hard drive for audio files, Intelligent Emergency Call, Teleservices, Cruise Control with braking function, front and rear parking sensors, rear view camera and automatic tailgate.

The value story is similar with other variants in the X4 range.

The X4 xDrive30d, at \$83,900 also adds Surround View with 360 degree visibility with help from cameras in the exterior mirrors, a wide-angle camera in front and the Rear View camera, exterior rear view mirrors with anti-dazzle and fold-in function, dual round exhaust pipes, 9-speaker 7-channel HiFi loudspeaker system and Dynamic Damper Control which can adjust the damper characteristics to suit the driving conditions and road quality and customer preferred settings.

Claiming its position at the top of the range at \$87,900 is the X4 xDrive35i and as one would expect from the premier model of a Sports Activity Coupe it comes resplendent with features befitting its position and dynamic nature.

Enhancing the sporty character of this top model is the standard M Sport package which – for this model – includes 20 - inch M double spoke alloy wheels standard, sport suspension settings for the standard Dynamic damper control, M aerodynamics package, anthracite roofliner, M designated door entry sills and leather M steering wheel as well as high-gloss shadowline exterior trims and aluminium interior trim.

Further boosting the value of the X4 xDrive35i over the xDrive30d are features like the top-end 16 speaker harman/kardon sound system, comfort access which enable keyless access to the vehicle including tailgate.

South Yarra BMW



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BMW E30 (& Invited) Drivers Cup

Competitor (E30's)	Car #	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Dropped points	Total	Pos.
Sean Bell	28	1	3	6				-		1
David Levy	77	4	8	1				-		2
Brian Bourke	27	7	5	2				-		3
Alan Saint	25	1	1	0				-		4
Gary Pearce	50	5	9	4				-		5
Michael Stillwell	6	6	10	3				-		5
Geoff Bowles	24	3	6	0				-		7
Jim West	55	8	0	5				-		8
Anthony D'Anna	45	9	2	7				-		8
Graeme Bell	31	0	4	0				-		10
Mark Gorgovski	87	0	7	0				-		11

Competitor (Audi 80's)	Car #	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Dropped points	Total	Pos.
Adrian Taranto	38	1	1	2				-	72	1
Wayne Dekker	2	2	2	1				-	69	2
Simon O'Keefe	71	0	3	0				-	20	3



BMWCCV Clubsport Championship 2014

Overall Results

Rank	Competitor	Car	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Total
1	David Mackrell	BMW 325i	10	8	8				26
1	Paul Kertes	BMW E30R	9	9	8				26
3	Jessica Bell	BMW E30	7	8	10				25
4	Brian Bourke	BMW E30R	10	0	10				20
5	James Waldie	BMW 130i	8	10	0				18
6	Russell Shepherd	BMW 318ti	8	10	0				18
6	Jordan Caldwell	BMW 318ti	0	10	0				10
8	Brian Cooper	BMW E36 325i	9	0	0				9
8	Keiran Glass	BMW 318is	9	0	0				9
8	Kenneth Yeo	BMW 135i	9	0	0				9
8	Matthew O'Neill	BMW E30 325i	0	0	9				9
8	Matt Sears	BMW E46	0	0	9				9
8	Stan Armstrong	BMW E30R	0	0	9				9
8	Brent Ottley	BMW 318is	0	9	0				9
8	Andrew Bourke	BMW E30 3L M3	0	9	0				9
16	Tom Binks	BMW E30 325i	8	0	0				8
16	Stuart Fisher	BMW E30 325i	8	0	0				8
16	Timothy Lee	BMW 1M	8	0	0				8
16	David Lumb	BMW E30R	8	0	0				8
16	Rodney Smith	BMW 320i	8	0	0				8
16	Les Sears	BMW E46	0	0	8				8
16	Colin Joss	BMW E36 M3	0	0	8				8
16	Alex Caldwell	BMW 318ti	0	8	0				8
16	Sally-Anne Hains	BMW M3 CSL	0	8	0				8
25	Chris Bell	BMW E30R	0	0	7				7
25	Matt Draheim	BMW E30R	0	7	0				7
27	Graeme Bell	BMW E30R	0	0	6				6
27	Dong Li Zhi	BMW E30 325i	0	6	0				6
29	Riko Partoosh	BMW E30R	0	0	5				5
29	James Yun	BMW E30 325i	0	5	0				5
31	Daniel Doria	Holden SSV							0
31	John Doria	Holden SSV							0
31	David James	Porsche 911							0
31	Andrew Ryan	Subaru RS Turbo							0
31	Chris Sledge	Nissan Skyline							0



BMWCCV Clubsport Championship 2014

Class Results

BMW Modified Under 2.0 Litre			(Class B)						
Rank	Competitor	Car	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Total
1	Russell Shepherd	318ti	10	0	0				10
1	Jordan Caldwell	318ti	0	10	0				10
3	Keiran Glass	318is	9	0	0				9
3	Brent Ottley	318is	0	9	0				9
5	Rodney Smith	320i	8	0	0				8
5	Alex Caldwell	318ti	0	8	0				8
BMW Standard 2.0 - 3.0 Litre			(Class C)						
Rank	Competitor	Car	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Total
1	Dong Zhi	325i	0	9	0				9
2	Stuart Fisher	325i	8	0	0				8
2	James Yun	325i	0	8	0				8
BMW Modified 2.0 - 3.0 Litre			(Class D)						
Rank	Competitor	Car	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Total
1	David Mackrell	325i	10	8	8				26
2	Jessica Bell	325i	0	0	10				10
3	Brian Cooper	325i	9	0	0				9
3	Matt O'Neill	325i	0	0	9				9
5	Tom Binks	325i	8	0	0				8
BMW Standard Over 3.0 Litre			(Class E)						
Rank	Competitor	Car	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Total
1	James Waldie	130i	8	8	0				16
2	Ken Yeo	135i	9	0	0				9
BMW Standard M			(Class G)						
Rank	Competitor	Car	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Total
1	Tim Lee	1M	8	0	0				8
BMW Modified M			(Class H)						
Rank	Competitor	Car	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Total
1	Matt Sears	E46 M3	0	0	9				9
1	Andrew Bourke	E36 M3	0	9	0				9
3	Les Sears	E46 M3	0	8	0				8
3	Sally-Anne Hains	E46 M3 CSL	0	8	0				8
BMW Racing Class Under 3 Litre			(Class I)						
Rank	Competitor	Car	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Total
1	Paul Kertes	E30R	9	10	8				27
2	Brian Bourke	E30R	10	0	10				20
3	Jessica Bell	E30R	7	9	0				16
4	Stan Armstrong	E30R	0	0	9				9
5	David Lumb	E30R	8	0	0				8
5	Matt Drahiem	E30R	0	8	0				8
7	Chris Bell	E30R	0	0	7				7
8	Graeme Bell	E30R	0	0	6				6
9	Riko Partoosh	E30R	0	0	5				5
BMW Racing M & Over 3 Litre Racing/Forced Induction			(Class J)						
Rank	Competitor	Car	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Total
1	Colin Joss	E36 M3	0	0	8				8
BMW Ladies Class			(Class K)						
Rank	Competitor	Car	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Total
1	Jessica Bell	BMW E30	7	8	10				25
2	Sally-Anne Hains	BMW M3 CSL	0	8	0				8

Welcome all our new BMWCCV members

Natalia & David Barnes	118i	2008
Rod Cunari	2002	1969
	530i	2007
Malcolm Walker	325e	1988
	530i	2007
Rory Plant	125i F20	2012
Daniel Graziano	E30	1990
Prab Pandher	318i	1990
Steven Webb	323i	1981
Gail Morris	125i Conv.	2013
Ian Murray	X5	2007
Jason He	2002	
Lizhi Dong	E30 325i	1990
Ross Macdonald	635csi	1983
	535i	1989
Chee Keong Foong	318i	1987
Riko Partoosh	E30	1986
Meir Partouche	E46 Conv.	
Murray Anderson	335 Coupe	2000
Benjamin Pian	3.0s	1973
Tasman Erftemeyer	E30 318i	1986
Gene Shill	323ci	1999
Igo Mischel & Lee Hale	735il	1988
Richard & Tracey Wood	540 LE	1995
	530i	2009
James Binnington	E36 M3	1994
Andre Vlok	E30	1989
Ray Osterberg	RT1100	1995
	Lancia Beta	1975
Steve & Rodney Kotaidis	E86 Z4 Coupe	2008
	E39 528iM	2000
	E30 318i Baur Conv.	1986
Scott Wordley	E30 325i Coupe	1990
Krystyna Kobylinski	E30 325i Coupe	1989
Ally Merchant	Z4	2006
Thomas Walker	540i	1999
David Coceani	330ci	2004
Brian Riley	X3	2014
James Parissis	E46 M3	2006
Steve Conolly	E46 M Sport Conv.	2003
	E53 X5 3.0d	2006

Jo Mawson	E46 330ci Conv.	2000
John Batchelor	428i	
Bojan ilic	E30 325is	1989
Nigel Remedios	E30 318is	
	E21 S50B30	
Tobias Rabe	135i	2009
Vincent & Lesley Croston	320i Conv.	1988
Peter Verdaasdonk	318i Coupe	1989
Trent Jones	E30	1984
Irwin Liaw	320i M Pack F30	2014
Jared Lopez	320i Conv.	1988



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