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2015 Issue 141



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## Journal of the BMW Car Club of Victoria Inc.

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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](http://www.bmwccv.com.au/forums).

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# From the editor

---

Hi all,

I hope you are all staying warm this winter! It sure has been cold the past couple of weeks!

To those that didn't get the chance to attend Christmas in July like myself, it certainly looks like we missed out on a fantastic drive! It was so great to see some beautiful photos of the snow!

## **AGM**

Please note that we have the AGM coming up at the beginning of September. You will find further information in the magazine about it. It would be great to see most of you attend and have a say in who you would like to see on the committee in 2015-2016.

I am certainly looking forward to the coming year!

## **Service Directory**

We have done a clean up of the services directory in the back of the magazine. If you have been removed or would like your business to be included, please contact me with your details and I will put them in!

Please note that it is your responsibility to provide me with updated details. You can contact me at any time at: [editor@bmwccv.com.au](mailto:editor@bmwccv.com.au)

## **Articles**

Just a reminder, I am always looking for new articles and photos to include in the magazine. Please feel free to send anything you would like to share to [editor@bmwccv.com.au](mailto:editor@bmwccv.com.au)

I look forward to seeing many of you at the AGM!

Jess.

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# BMW CAR CLUB VICTORIA INC.

## Notice of 2015 Annual General Meeting

Dear Club Member,

I am pleased to advise that the 2015 Annual General Meeting of the BMW Car Club Victoria Inc. will be held at 8pm on Monday 7th September 2015 at the Dingley International Hotel, 334-348 Boundary Road, Dingley.

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 2015-2016 year.

Only financial members as at Friday 4th September 2015 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 2015-2016 year.

Kind Regards,

Tony Whelan,  
Secretary/Public Officer.

# What's On

---

<b>Date</b>	<b>Event</b>	<b>Location</b>
2 August	Go Karting Round 1	Auscarts, Port Melbourne
3 August	Members Meeting	Penrite
8 August	Sprint Round 5 - Hill Climb	Morwell
15 - 16 August	E30 Racing Round 6	Phillip Island Grand Prix Circuit
23 August	Mini Club Cruise	Mansfield/Lake Eildon
30 August	DECA Driver Training 2	Altona
5 September	Sprint Round 6	Sandown Raceway
7 September	AGM	Dingley International Hotel
12 September	Sprint Round 7	Phillip Island
26 - 27 September	E30 Racing Round 7	Winton Motor Raceway
4 October	Go Kart Round 2	Ace Karts, Albion
11 October	Driver Training	Winton Motor Raceway
16 - 18 October	6 Hour Relay Race	Winton Motor Raceway
24 - 25 October	E30 Racing Round 8	Phillip Island Grand Prix Circuit
31 October - 3 November	Echuca Escape weekend	Echuca
6 - 8 November	Winton 300	Winton Motor Raceway
28 - 29 November	Island Magic	Phillip Island
29 November	Geelong Revival	Geelong
13 December	Christmas event	Lady Cutler, Docklands

*\* 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 Jo Mawson at [events@bmwccv.com.au](mailto:events@bmwccv.com.au).*

# DECA Driver Training

13 June, 2015

Written by: Ewen McConchie

More photos: [imaless.com.au/BMWCCV/2015DECADT1](http://imaless.com.au/BMWCCV/2015DECADT1)



As “newbies” at the club we were really not sure what to expect of the Level 1 program. I had attended a BMW driver training program way back in the early 90’s and found it really informative and interesting, but I wasn’t sure how it would go in the world of Gen Y and iDrive. I had signed up to learn a little about my Z4M Coupe and convinced my daughter Emma to come along, having offered her the drive of an R56 Mini Cooper.

Along with about twenty other hearty souls we all arrived at the Altona DECA facility on June 13th having secretly washed and polished our cars – because you wouldn’t want to turn up in anything unloved! The cars were a mix of modern and classic BMWs ranging from pampered E30s though to a very tasty M4 and an entertaining and awesome M5.

The day was shared with ClubMini which also added a very nice soft-top Mini Cooper S to stop my daughter’s Mini Cooper feeling too lonely. A gleaming Toyota 86 quietly completed the grid. The level 1 car control course is a great

opportunity to find out a bit more about your car and see how the various electronics actually help to keep us on the bitumen and from unexpectedly befriending other cars or objects. Graeme Bell and the gang of volunteers helped show us the basics of driver seating position, ABS, traction control and stability control before explaining the joyous world of over steer (and the less happy world of under steer.)

With our brains full, we returned to our cars and started pushing buttons we never touch to find out what it is like to drive a car built before electronic nannies arrived. For the E30 gang this required starting the engine. For others it was a journey into the deeper realms of iDrive. Then the fun started.

We all drove a series of witches-hat circuits to demonstrate the effects of under steer (yuck!) and the more spectacular world of over steer (yahoo!). As the day progressed it was obvious that everyone was significantly improving both in driving skill and their awareness of the characteristics of their own cars. A charming



and unexpected aspect was the enthusiasm of members to let each other ride in the passenger seat so many of us could experience other cars and learn from each other.

I was hoping at the end of the course with something a bit more profound from my daughter than "That was awesome!". Notwithstanding the noise complaint from a local resident, the truth of the day is, that it was a fantastic mix of fact, skills development and fun.

A big thank you to Graeme Bell and all people that helped with the witches hats, sausage sizzle, etc. and the fellow participants who made the day so enjoyable.

Sadly, I am still hearing about how my daughter blitzed the final witches hat layout in a Mini while Dad's Z4M fish-tailed around a full 3 seconds slower!

I call "rematch."



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# Founders Dinner 2015

Written by: Stewart Garmey & Jo Mawson

More photos: [imajess.com.au/BMWCCV/2015FoundersDinner](http://imajess.com.au/BMWCCV/2015FoundersDinner)



IN 1995, then-President of our Club, Ray Julian, thought it would be a good idea for the Club to celebrate its birthday each year with a commemorative dinner.

That the year was the 15th birthday of the Club was timely and the first dinner was held at a lovely restaurant in Box Hill, Glencoe, set in a period house and a very memorable evening it was. Ray set the tone for the evening in that it should be a little bit dressy and with selected guests from the BMW head office and dealer network invited to join us.

Every year, bar one when the incumbent President didn't think the Club needed that sort of event, we have celebrated our birthday in just that manner every June. That President has now been proven wrong 19 times.

And so it was for 2015, the Club's 35th birthday when invitations were received for dinner at The Langham at Southbank.

Dress for the evening was black tie and it is always nice for the ladies of our Club to go that little extra and dress for the occasion, as did our male members. Dinner suits and gowns abounded when we met for pre-dinner drinks and canapés on the 25th floor of The Langham,

overlooking the Yarra and the city, a near-perfect setting.

Each couple had a portrait photo taken on arrival by the Club's editor and photographer, Jess Bell, and enjoyed a selection of drinks and canapés before seating for a three-course dinner.

Conversation and catch-up with old friends was the setting for the evening with small groups scattered around the lovely room deep in discussion and laughter. Seventy-five members and guests enjoyed the evening, including a table of ten from our very supportive dealership, Doncaster BMW.

Music for the evening was provided by a very talented young lady who sang the classics that everyone likes to dance too and it wasn't very long before the dance floor was full.

President Jenna conducted a free raffle with assistance from barrel girl Sean Bell and very few went home without a gift from BMW Group Australia and the dealer network.

Another successful Founders Day Dinner, with thanks to Jo Mawson who put it all together.

- Stewart



I would like to start off by thanking everyone for attending such a special night. It was lovely to see so many of our members old and new, come to celebrate our 35th Anniversary.

Once again we all pulled out our finery and didn't we all shine and why not it is not that often we get the chance to dress up and go to an event like this. The venue was first class and the room and view was breathtaking. I have nothing but praise to the catering staff on the night as they worked tirelessly to make our evening run smoothly.



Our soloist Sonyta was also amazing, turning out some great tunes for us all to dance too.

It was lovely to see everyone enjoying themselves dancing, singing and just letting their hair down. I was very proud of how it all went off as it was a long time in the planning, to have it all come together and have all the wonderful compliments makes all the months of hard work worth it.

Thank you again and look forward to seeing more of you at our next events.

- Jo



# BMW Celebrates 40 Years of BMW Art Cars

BMW PRESS CLUB



“Rolling sculptures” take to the stage around the world in 2015

Munich. Lichtenstein. Warhol. Koons. Stella. Calder. Rauschenberg. Holzer. Elíasson. Since a BMW 3.0 CSL painted by Alexander Calder lined up for the Le Mans 24-hour race exactly 40 years ago, the BMW Art Car Collection has fascinated both art and design enthusiasts as well as car and technology fans all around the world.

Ever since the invention of the motor car, artists have drawn inspiration from the thrill of speed, from the phenomenon of mobility and from racing cars as examples of modern sculpture. Since 1975, BMW Art Cars have been a central feature of this story. The idea behind the BMW Art Cars was the brainchild of French racing driver and art enthusiast Hervé Poulain: 40 years ago, Poulain asked artist friend Alexander Calder to apply his creative talents to his race car. Together with Jochen Neerpasch, then BMW Motorsport Director, the first BMW Art Car was born – and it became an instant crowd’s favourite on the race track. Since then, new additions to the BMW Art Car Collection have been made over the years at irregular intervals, with unique works of art from artists such as Andy Warhol, Roy Lichtenstein, David Hockney and Jeff Koons.

“The BMW Art Cars provide an exciting landmark

at the interface where cars, technology, design, art and motor sport meet,” reflects Maximilian Schöberl, Senior Vice President, Corporate and Governmental Affairs, BMW Group. “The 40-year history of our ‘rolling sculptures’ is as unique as the artists who created them. The BMW Art Cars are an essential element and core characteristic of our global cultural engagement.”

The anniversary celebrations got under way with exhibitions in Hong Kong, at the Centre Pompidou, the BMW Museum and the Concorso d’Eleganza at Lake Como, where the first four BMW Art Cars by Alexander Calder, Frank Stella, Roy Lichtenstein and Andy Warhol, plus the M3 GT2 created by Jeff Koons, were all on display. Further presentations are set to follow later in 2015 in New York, Miami and Shanghai.

The group of seventeen artists who have designed BMW models so far since 1975 is very international, and interest in the “rolling sculptures” has spread all around the world. Several cars are usually on display at the BMW Museum in Munich, the home of the BMW Art Cars, as part of its permanent collection. The remaining BMW Art Cars are travelling the globe – to art fairs in Los Angeles, London and Hong Kong, as well as exhibitions at the Louvre, the Guggenheim and the Museum of Contemporary Art Shanghai.

To date, many of the BMW Art Cars have not only turned heads in museums, but have also – in their



earlier life – done so on the race track: Alexander Calder (BMW 3.0 CSL, 1975), Frank Stella (BMW 3.0 CSL, 1976), Roy Lichtenstein (BMW 320 Group 5, 1977), Andy Warhol (BMW M1 Group 4, 1979), Ernst Fuchs (BMW 635CSi, 1982), Robert Rauschenberg (BMW 635CSi, 1986), Michael Jagamara Nelson (BMW M3 Group A, 1989), Ken Done (BMW M3 Group A, 1989), Matazo Kayama (BMW 535i, 1990), César Manrique (BMW 730i, 1990), A. R. Penck (BMW Z1, 1991), Esther Mahlangu (BMW 525i, 1991), Sandro Chia (BMW M3 GTR, 1992), David Hockney (BMW 850CSi, 1995), Jenny Holzer (BMW V12 LMR, 1999), Ólafur Elíasson (BMW H2R, 2007) and Jeff Koons (BMW M3 GT2, 2010).

The BMW Group would also like to introduce the 40th anniversary of the BMW Art Car Collection into the public sphere through social media. While exploring the vision of each artist for their car on its social media channels, the company also wants to ask people what the ‘art of the car’ means to them. To track the content, it will be shared under the hashtag #BMWArtCar. In 2014, Hatje Cantz published the first comprehensive publication on the BMW Art Cars. The 200-page book is richly illustrated and reviews the history of this extraordinary collection of cars from its beginnings in 1975. It uses portraits and interviews to shed more light on the various artists’ themes and approaches.

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# Great Ocean Road Cruise

Written by: Peter Williams



The weekend tour of Great Ocean Road started with a gathering on the Geelong bypass. Organizer Tony Whelan immediately impressed everyone with the size of the handout package, which included detailed tulip diagrams of the driving route and background information on many of the places we would be visiting. In the car park, Jenna Patan's new M235i created quite a stir.

The morning cruise took us to Forrest, inland from the Otway ranges, and a short visit to the West Barwon Reservoir. This gave us a chance to stretch our legs before lunch with a walk across the dam wall or through the picturesque parkland - which was strangely inaccessible to cars.

Lunch was at the Forrest Brewing Company and was the first of a continual sequence of very filling meals for the weekend.

Every route I've ever taken between Geelong and Port Campbell is really boring, so I was impressed

that Tony, with his local knowledge, led us along an obscure series of roads which provided good cruisy driving and pleasant scenery until mid-afternoon.

We then relaxed at the Apostle Whey Cheese factory, known for excellent products and whimsical garden decorations, with a comprehensive cheese tasting.

For those not tasting the cheese, there was an informative sequence of historic photos of the area being opened up for farming as a soldiers' resettlement project in 1956. From the cheese factory we moved on to Gorge Chocolates to sample and purchase their excellent varieties.

Our final stop was at Loch Ard Gorge, where the more energetic of the group wandered around the gullies and caverns while the remainder watched from the lookouts above.

From there it was a short drive to Port Campbell



for our overnight stay. Busy with tourists during the day, Port Campbell reverts to a small, sleepy village overnight. Dinner was at Waves Café/bar/restaurant, which we made the most (only) vibrant place in town. Good food was followed by a prize-giving from the poker cards collected during the day.

Sunday dawned cold and clear, and I took the opportunity for an early morning walk and photography around the rugged headlands of the port. There followed a large breakfast at The Alcove - although some of us, mindful of yet another large meal at lunchtime, dined more daintily.

A short drive took us to the Twelve Apostles. Two groups took helicopter flights along the coastline and reported it was a fabulous experience. Others took in the famous lookouts. I walked 1km to the Gibson Steps (only to find I could have driven there!) and down onto the beach – a very special, almost surreal place of massive cliffs and a towering island.

From there our route was along the Great Ocean Road itself. After a stop at Lavers Hill, Tony led a few of us on a brisk, hugely enjoyable (and mostly traffic-free, thankfully) drive to Apollo Bay, while others followed a little more steadily. Tony's 7 series surprised several people by its composure on the twisty roads.

Lunch was at Chris' Restaurant, with spectacular views over Skenes Creek and Apollo Bay. The food there was probably the best of the weekend



– it was certainly the best presented.

Some people took the more direct, inland route home, while others cruised along with the traffic through Lorne and Anglesea and on to Melbourne.

Over the 600km or so, 29 people enjoyed so much food, plenty of lively conversation, good roads, great cars (of course) and an excellent weekend.



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# Electric cars need not be boring..

Written by: Lawrence Glynn

I've driven several and they vary, as do petrol/diesel powered vehicles. They all get off the line very smartly. The BMW i3 was an absolute hoot to drive and represents what will almost certainly be the short term solution, even if it uses very old fashioned ideas.

The i8 looks stunning and, although I have not driven one, seems to drive every bit as well as it looks.

Electric passenger cars are nothing new, of course. In fact, in the 1880s and 1890s the internal combustion engine was an object of ridicule as a power plant for a passenger vehicle. Steam was the accepted technology and the new fangled electric looked promising.

But, neither of them had the capacity for unlimited freedom offered by the high density fuel used in the IC vehicle. Existing battery chemistry still can not match the IC engine. However large the range, there will always be the need to go further.

Battery exchange stations, similar to gas bottle swaps, could solve the problem if all the battery packs were standardised (which they will not be—just look at mobile phones which can not even get the charger standardised within one brand) and would require a huge (and vastly expensive) number of batteries were stored at “service stations” ready for events such as long weekends when half of a city head for the highways.

The stage coaches had the same problem—impossible to keep enough horses in the system at peak times when they were almost completely unused the rest of the time.

The power consumed at the exchange stations recharging the batteries in extra quick time would also be considerable.

The “problem” with electric vehicles is not so much the technology as the psychology—very few people are prepared to pay extra for a vehicle which, whilst perfectly adequate for 90% of their use, is useless for the other 10%.

Dr Ferdinand Porsche was given this problem to crack and developed the series hybrid in 1901—a proper hybrid where the IC engine drove a generator which provided the electricity for the electric motor. Infinite range and no gearbox required (that's two problems cracked). The best of both worlds. And, unfortunately, also the complexity of both.

Diesel-electric railway locomotives work in the same way, keeping the IC engine at peak efficiency for any given load.

I am only aware of two vehicles which take this common sense, the Chevrolet Volt and the BMW i3 RE (range extender as this form of hybrid is now called to avoid confusion with the less effective parallel hybrids).

This is going to be the solution for the near term, and BMW have firmly set the benchmark for others to aspire to.

If we take surplus renewable power and use it to create synthetic methanol by electrolysing water and CO<sub>2</sub> and banging the H and C together we have a readily transportable and usable fuel for the IC engine when needed and renewably generated electricity for when it is not.



BMW i3: BMW Press Club

# BMW Car Club of Victoria



## Echuca Escape and Moama Motoring's on the Melbourne Cup Long Weekend Cruise to the Murray River, Echuca and Moama

**Saturday 31<sup>st</sup> October - Tuesday 3<sup>rd</sup> November 2015**



All Members, Family and Friends are invited to join the BMWCCV Melbourne Cup Long Weekend Cruise to stay at the Comfort Resort, Moama, including entries to Aussie Beer Shed & Holden Museums, Port of Echuca, Paddle Steamer Dinner Cruise and Melbourne Cup Luncheon. Leaving Melbourne, at 10:00am Saturday 31/10/2015.

- 3 night's accommodation, 3 breakfasts, 4 lunches, 3 dinners and tours @ \$650.00/head twin share basis.

- All drinks and morning/afternoon teas at own cost.



RSVP and \$100.00/head deposit is essential and required before  
Monday 7<sup>th</sup> September 2015

Please return this to Tony Whelan, 0418 509171 [secretary@bmwccv.com.au](mailto:secretary@bmwccv.com.au)

Member Name(s): \_\_\_\_\_ Member No: \_\_\_\_\_

Email Address: \_\_\_\_\_ Mobile No: \_\_\_\_\_

Accommodation, breakfasts, lunches, dinners and tours: \_\_\_\_\_ No# of People: \_\_\_\_\_ @ \$650.00/head = \_\_\_\_\_

Dietary Requirements \_\_\_\_\_ Vehicle Make: \_\_\_\_\_ Registration: \_\_\_\_\_

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	Details: (Your Surname) & Echuca			

# Echuca Escape Itinerary

Like a BMW, subject to some fine tuning...

## Saturday 31 October, 2015

11:00am Depart Melbourne  
Morning Drive via Trawool and Seymour  
Lunch Light lunch at Tahbilk Winery  
Cafe, Nagambie  
Afternoon Drive via Rushworth to Great  
Aussie Beer Shed, Echuca  
7:00pm 3 course dinner at Comfort  
Resort, Moama  
Night Comfort Resort, Moama

## Monday 2 November, 2015

8:00am Cooked breakfast at Comfort  
Resort, Moama  
Morning Drive to Barmah Forrest for  
Kingfisher Cruise, Barmah  
Lunch Picnic hamper lunch in Barmah  
Forrest, Barmah  
Afternoon Drive via Picola, Nathalia and  
Kotupna, Nathalia  
7:00pm 2 course dinner & night lights at  
Pride of the Murray Paddle  
steamer, Echuca  
Night Comfort Resort, Moama

## Sunday 1 November, 2015

8:00am Cooked Breakfast at Comfort  
Resort, Moama  
Morning Holden Museum & Moama  
Market, Echuca, Moama  
Lunch Platter style lunch at Morrison's  
Winery, Moama  
Afternoon Port of Echuca, Echuca  
6:30pm Dinner at Star Hotel, Echuca  
Night Comfort Resort, Moama

## Tuesday 3 November, 2015

8:00am Cooked breakfast at Comfort  
Resort, Moama  
Morning Drive via Rochester, Elmore and  
Barnadown  
Lunch Melbourne Cup luncheon,  
Bendigo  
Afternoon Melbourne Cup Sweep  
Afternoon Drive home to Melbourne

# Sunday Drive: Lake Eildon & Mansfield

Sunday 23 August, 2015



The drive opens with a cruise through the tall trees of Black Spur and on to a short lake-side break at Eildon township. The high point of the drive is the long, dramatic, twisty road around Lake Eildon, after which we'll have a brisk cruise into Mansfield for lunch. Those who favour a gentler cruise can take an alternative route from Eildon, with a short scenic drive followed by a cruise to Mansfield.

Lunch will be à la carte at the Delatite Hotel, Mansfield. The menu has a selection of restaurant-style and standard pub lunch items. After lunch, people can try the large, specialist coffee establishment next door, visit local wineries, or simply head back to Melbourne.

This is a BMWCCV – clubMINI Vic joint drive organized by clubMINI.

\* Please note there may be dirt roads used on this drive.

**Meet at 8.00am for an 8.30am departure at Lilydale McDonalds, 356-406 Main St, Lilydale**  
RSVP before Friday 7 August 2015

Booking Essential: Please contact Peter Williams at [events@vic.clubmini.com.au](mailto:events@vic.clubmini.com.au) for further information

# “Official Car of MotoGP™”: BMW M introduces innovative technology for the 2015 season

BMW PRESS CLUB



BMW M4 MotoGP Safety Car with innovative water injection for first time in Qatar – BMW M Division partner of MotoGP organiser Dorna Sports for 17th year in a row.

The opening round of the 2015 MotoGP World Championship in Qatar marked the start of a 17th season as “Official Car of MotoGP” for BMW M. BMW has been involved in MotoGP since 1999 and provides the official fleet of vehicles. BMW M Division’s commitment also incorporates many other activities, including the presentation of the coveted BMW M Award.

As a long-term partner of MotoGP organiser Dorna Sports, BMW M Division is once again introducing a number of new features this season. These include a technical innovation: at the Qatar Grand Prix, at the “Losail International Circuit”, the BMW M4 MotoGP Safety Car took to the track with innovative water injection for the first time.

Following intense testing within the MotoGP World Championship, the water injection system will also be employed in a BMW M production model in the near future.

“Millions of fans around the world are captivated by MotoGP. Therefore, it provides us with an outstanding opportunity to present our brand, technology and products to an international audience that is

enthusiastic about racing,” said Frank van Meel, President of BMW M Division. “BMW M has always been synonymous with technological innovations, and we are delighted to be able to present the innovative water injection as another new highlight this year.

When it comes to leading a field of high-performance racing prototypes safely in any conditions, technology gleaned from the world of motorsport and innovative ideas are indispensable. That is precisely why BMW M is the ‘most powerful letter in the world’. The new water injection is just one example of this. The 2015 season marks the 17th year of BMW M as ‘Official Car of MotoGP’. The successful cooperation with Dorna Sports has grown consistently over the years and is set to continue in the long term. In 2019 we will celebrate the 20th anniversary of BMW M in MotoGP. We are proud of this partnership, which spans decades and is extremely rare in international high-performance sport.”

The new water injection sees the engineers make use of the water’s physical effect during the vaporisation process to extract the energy required from the environmental medium. Water is injected into the intake module’s collector as a fine spray, thus significantly cooling the exhaust air during vaporisation. This lowers the discharge temperature in the combustion chamber and thus reduces the tendency for knocking. The turbo engine can thus be operated with a higher charging pressure and an earlier ignition point.

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# BMW's in miniature..

A DELIGHTFUL 2002 RACING MODEL AND BUILDING THE BASIS OF YOUR COLLECTION

Written by: Stewart Garney



The world of scale model BMW road and racing cars is almost endless with literally thousands of different models of all the various cars available.

This month's offering is the 1970 Nurburgring 24hr-winning 2002ti of Stuck and Schikentanz, very nicely detailed in both 1:18 and 1:43 scale. Devoid of bumpers but sporting a light bar, flared guards and lovely Minilite wheels on the outside, the interior is suitably bare with a race seat and roll cage very finely detailed. The car predates BMW Motorsport, of course, so it is most likely the shell was either built from a donor road car or perhaps one off the production line. Rules of Group 2 racing then were that the cars and much of their mechanicals had to be production based and any modifications "homologated", or approved following suitable production numbers, by the motorsport ruling bodies of the time. The 2002ti would have been built down to the allowed minimum

weight and its lusty M10 engine modified to run on twin Weber carburettors to produce a reliable 190+ bhp, light enough and powerful enough to sustain 24 hours of very hard racing on a demanding circuit, enough to hold off the Lotus twin-cam powered Ford Escorts, GTA-M Alfa Romeos, Ford Capris and the like.

Hans-Joachim Stuck, as lead driver, was well known as a determined racer and with the assistance of Clemens Schikentanz, did well to take the car to victory. Schikentanz went on to be a Porsche and Mercedes Benz works driver in the European Touring Car Championship. One can only imagine the hammering the car took around the 14-mile Nurburgring, described by Jackie Stewart as "The Green Hell". The Koepchen Tuning-entered car led home nine BMW 2002tis in the top 10 places, the interloper being a Ford Capri RS2300 in fourth place. Produced by Minichamps, the model is available through Dave Eames at AutoModelli Studio for about \$80.00 posted.

Building a model collection depends very much on your personal interest. I know of collections of Formula 1 cars, sports-racing cars, fire engines, rally cars, BMW E30 M3s and BMW Art Cars. It is simply a reflection of what you like. Some collectors will assemble a display of any cars that appeal, there doesn't have to be a dedicated theme. Model size



With Denny Hulme's 1968 McLaren-Ford M7A Formula 1 car at Donington

can be a tempter ... the smaller 1:43 scale cars are easier to store while the larger 1:18 scale models offer fantastic detail while taking up more storage space. A dust-proof display cabinet is a must and I like to leave mine in the clear plastic cases they come in as double protection. Some collectors keep the cardboard outer boxes the models come in to maintain a "mint and boxed collection", personally, I don't.

I have two themes to my collection; any (selectively) BMW of which I now have something in the order of 200 1:43 road and racing cars. I have a small collection of 1:18 models as well, carefully chosen examples of cars that are important to me. Models range from post-war Dinky Toys (a Fraser-Nash BMW 327) right through to the latest E92 M3 DTM racing car. There are lots of '70s racing cars, 2002s and E9 CSLs as, to me, they represent BMW's golden age of saloon car racing. And a BMW Motorsport transporter complete with the Chris Amon / Hans Stuck E9 3.0 CSL on the ramps!

On the other side of the room are two cabinets which house my very specialised collection; The Racing Cars of Bruce McLaren, 1955 – 1970.

Starting with Bruce's first racing car, a 1930 Austin Seven Ulster, the collection covers Bruce's racing life until his untimely death in a testing accident at Goodwood on June 2, 1970. Included are the cars of

Bruce's victories, five Formula 1 races, 21 CanAm and his 1966 Le Mans victory for Ford, with Chris Amon. Austin, Cooper, Aston Martin, Jaguar, Morris Cooper, Maserati, Ford, Eagle and McLarens M1 to M19 are included. Bruce is, of course, the founding father of the current McLaren-Honda F1 team.

Most are proprietary- built but I have recently taken to building my own from white-metal and resin kits to create the more obscure cars Bruce was involved with. The models compliment a growing collection of Bruce McLaren memorabilia, I have his autograph (I met him in 1968) and pride of place, the steering wheel centre badge from Bruce's personal M6GT road car, given to me by his Dad.

Don't be put off by comments of "boys and their toys" because they're not, they are accurate replicas of the real thing, most of which we would never see in the flesh. I have been lucky enough to tour both the BMW Private Collection and the Grand Prix Collection at Donington in the UK so I have seen many of the cars in my two collections.

I would be pleased to help any of our members looking to start, or expand, a collection with advice. No model is ever wrong, it is what you want it to be!

Next time – more new releases and some notes on older models and their values.

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E39 Door sills with extra krome 4 pc Best nr. C14050

**\$197.30**

E60 / E61 Lowering-set Lowtec front 40MM with Shockabsorbers (only front) Best nr. C11140

**BMW E60 saloon 520i 2006** Car no.: 1521

**\$1,640.73**

E61 Leather interior DAKOTA/ROTORANGE Best nr. B00109

**BMW E60 saloon 520i 2003** Car no.: 1620

# New BMW i Remote App for Apple Watch available on iTunes now

BMW PRESS CLUB

BMW Group Australia is delighted to confirm the launch of the new BMW i Remote App for Apple Watch following the first official customer deliveries of the eagerly awaited wearable technology last week.

Reaffirming the BMW i brand as a platform for exploring emerging technology, the new BMW i Remote App for Apple Watch marks the latest chapter in the marque's 99-year story of continual innovation.

Available for use with all BMW i models, the new BMW i Remote App for Apple Watch is the company's latest step into integrated technology, enabling users to access vehicle data and features via the recently launched device.

The arrival of the new BMW i Remote App for Apple Watch follows the introduction of equivalent technology for the Samsung Galaxy Gear last year, which saw the brand become the first automotive manufacturer to offer such immersive connectivity and functionality.

BMW Group Australia Head of Product and Market Planning, Shawn Ticehurst, described the release of the new BMW i Remote App for Apple Watch as the next innovation in a long history of such advances spanning the company's history. "BMW is at the vanguard of innovation in the automotive industry, a fact which is reinforced by the launch of the new BMW i Remote App for

Apple Watch," Ticehurst said.

"The app is a clear demonstration of our ambition to deliver integrated and premium levels of technology, convenience and comfort."

Installed on to the Apple Watch by simply pairing the device with an iPhone 5, iPhone 5c, iPhone 5s, iPhone 6 or iPhone 6 plus running the latest version of iOS 8, the BMW i Remote App delivers three core functions.

Users are able to view charging and vehicle information, indicating the current status of their BMW i car, including projected driving range and required service details, while also outlining whether any doors, windows, sunroof or lighting are open or in operation.

A preconditioning option further allows users to activate comfort climate control via their watch, instantly acclimatising the vehicle according to recent settings, optimising driver and passenger comfort.

Driver and passenger convenience assume additional primacy through the 'flash headlights' function, instantly flashing a vehicle's headlights to better enable users to locate their car.

The new BMW i Remote App for Apple Watch is available from iTunes now.



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# Christmas in July Cruise

Written by: Jo Mawson

My first BMWCCV cruise to organise and I must say I was very nervous about getting it all organised and having things running smoothly. The weather forecast was not looking too promising but waking up it looked reasonably clear, so off we set to meet and greet all our fellow drivers.

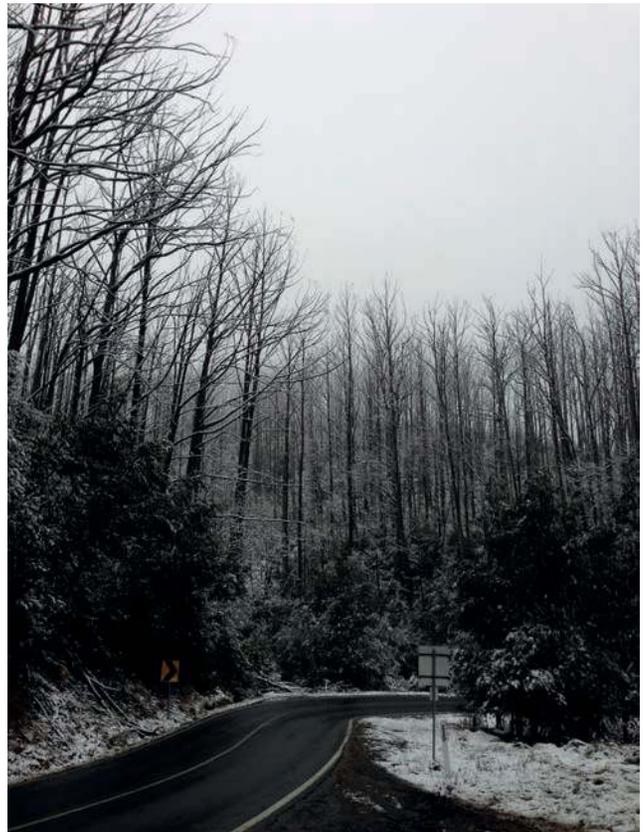
The meeting point was at BMW headquarters in Waverly, slowly all the cars started arriving and all drivers were given their instructions and quiz questions.

9.03am we are off with 26 cars in procession, I think we had a very respectable turn out and all the cars and drivers looked amazing with about 1/3 turned out in Christmas garb. We even had a few late arrivals who just wanted to tuck on behind and do the drive which was fantastic.

Heading off down Wellington Road, it wasn't long before we came to some amazing roads with lovely scenery.

Arrived at Launch Fresh Market 10.15am which was fantastic going with wet conditions, no wrong turns and no frantic calls saying they had taken an incorrect road so pretty happy with that.

Pumpkin soup and Lamb and vegetable soup had been arranged by the market for our drivers and navigators to warm up and of course, hot jam donuts to go with our coffee or hot chocolate. Most did some shopping, picking up some lovely locally grown produce.



All quiz questions were collected for correcting and off we set just after 11am for the best part of the drive.

The weather started getting a bit wet but road conditions were still fine but as usual all drivers were driving with caution and just enjoying the wonderful country side.

Then it happened, slowly at first. Was it the rain getting heavier or was it really what I had been praying for? YES it started to snow. Just lightly at first but then WOOOOOW. Yes, we were going to have a white Christmas.



Driving along that amazing road on a sunny day was beautiful but with snow all around us and even some wild life on the edge of the road was just like out of a picture book.

We all arrived safely at Marysville and like me, everyone was so excited about the Snow.

Mulled wine greeted us as we arrived and the smell really took me back to Christmas in England. Open fires burning, the room was laid out very festive. Yes, I was happy. All the months of planning had been worth it. All the happy chatter. All the smiles. Yes, definitely worth it.

Before lunch we did the prizes for the quiz completion and I can say I had a giggle correcting the answers, with some very imaginative answers but unfortunately you don't score points for imagination. 3rd place went to our lovely President Jenna and the very colourful Sean Bell.

2nd place went to Marty and David Melvin, who managed to get home with all the correct safety sign answers. 1st place went to Val and Rod, who are our champion quiz couple.

Lunch was served, with alternating roast beef and turkey. Then the judging of the Ugly Christmas Jumper Competition. We had a bit of a laugh with that one but it was fantastic to see so many interesting outfit.

Dessert came which was a traditional plum pudding with custard followed by tea and coffee. I was overwhelmed by the lovely remarks and praise for the day and as I previously said it makes it all worth it.

I would like to thank Jenna and Sean who were our sweepers for the day, driving at the back picking up any who might fall behind or get lost. This is not an easy job, as you have to be very alert for stray cars. The staff at both Launch Fresh Market and at Crossways, they all did a fantastic job, but last but not least Graeme Bell who helped me put this wonderful day together and without him I am sure we would not have had such an amazing drive.

I look forward to seeing more of you at our next drive day.



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# BMW 3.0 CSL Hommage

*Racing Flair with a touch of class*

BMW PRESS CLUB GERMANY

Munich/Cernobbio. Amid the audacious design studies and automotive beauties from a bygone era gathered at the Concorso d'Eleganza Villa d'Este, the BMW Group presents its new BMW 3.0 CSL Hommage – and in the process makes a pretty formidable statement of its own. This model is the BMW Design Team's tribute to the 3.0 CSL, a timeless classic and iconic BMW Coupé from the 1970s.

“Our Hommage cars not only demonstrate how proud we are of our heritage, but also how important the past can be in determining our future,” says Adrian van Hooydonk, Senior Vice President BMW Group Design. “The BMW 3.0 CSL Hommage represents a nod to the engineering achievement exemplified by the BMW 3.0 CSL in its lightweight design and performance. With intelligent lightweight construction and modern materials, the 3.0 CSL Hommage brings the character of that earlier model into the 21st century, showing it in a new and exciting guise,” he says, summarising the approach the design team took with the BMW 3.0 CSL Hommage.

Lightweight design past and present.

“CSL” stands for “Coupé Sport Leichtbau” (coupé, sport, lightweight). With its aluminium bonnet, boot and wings, Plexiglas windows and equipment rigorously pared down to the bare essentials, the old BMW 3.0 CSL tipped the scales around 200 kg lighter than its sibling model, the BMW 3.0 CS.

Unsurprisingly, then, it was predestined for a career on the race track. Whereas the material of choice in the 1970s was aluminium, today carbon fibre – or carbon-fibre-reinforced plastic (CFRP) – offers the optimum weight-to-strength ratio. These high-strength fibres are even lighter and stronger than aluminium. And the BMW 3.0 CSL Hommage makes generous use of the high-tech composite, reinterpreting the concept of lightweight design for the modern age. Wherever CFRP is used, it is also visible – rendering the lightweight design principle

tangible both inside and out. The BMW Group is a world leader in the production and application of CFRP in automotive design and can already boast many years of experience in series production of CFRP structural parts for the BMW M and, in particular, the BMW i.

## **The exterior: power and elegance**

Karim Habib, Head of BMW Design, explains the thinking behind the design of the BMW 3.0 CSL Hommage: “For BMW designers like us, the BMW 3.0 CSL is a style icon. Its combination of racing genes and elegance generates an engaging aesthetic that continues to win hearts even today. The BMW 3.0 CSL Hommage celebrates many of those characteristic features, but without copying them. Indeed, some of the parallels are not immediately obvious. We wanted people to sense the family resemblance rather than see it straight off.”

The BMW 3.0 CSL Hommage is a vision of pure athleticism: the elongated body is set off by distinctive air deflectors, powerful wheel arches and prominent spoilers to the roof and tail. Despite its size, the aerodynamic elements are key in enabling air to flow optimally along the sides of the vehicle. The front air deflector serves to vent the engine compartment, while wings over the rear wheels ensure optimum airflow around the vehicle. Small rear-view cameras serve to further reduce aerodynamic drag. The large rear spoiler increases downforce on the driven rear axle and in so doing improves power transmission.

The Air Curtain and Air Breather systems guarantee optimum ventilation of the wheel housings. And the sheer self-confidence and sporting prowess of the BMW 3.0 CSL Hommage are perfectly summed up in the original colour of its spiritual predecessor – Golf Yellow.

## **The front end – muscular athleticism**

Boasting one of the broadest and lowest front ends of any vehicle in the BMW Group, the BMW 3.0



CSL Hommage's front exudes pure power and athleticism. At the centre, the characteristic BMW kidney grille stands tall in citation of the more upright styling of the kidney grille of yesteryear. The size and spatial depth of the kidney grille symbolise the output of the powerful six-cylinder in-line engine with eBoost. At the same time, the finely wrought geometry of frame and kidney struts lends the front end an air of quality and exclusivity.

The characteristic four-eyed face gives a contemporary, hexagonal interpretation of front-end sportiness. Laser light and LED technology facilitate slender, state-of-the-art lighting graphics, and the flat contours of the headlamps generate that characteristically focused BMW look. A stylised "X" inside the lights divides the lighting functions and conjures up memories of the X-shaped headlamp stickers once used in long-distance racing. Horizontal LED strips create a visual bond between headlamps and kidney grille while at the same time emphasising the broad, flat impact of the front end. A large carbon-fibre

A particular detail of the BMW 3.0 CSL Hommage is the roofline. Consciously subdivided into three, the line recalls the distinctive upper section of the BMW 3.0 CS – one of the first coupés to feature a roof that did not flow into the tail. Compared with the ubiquitous fastback coupés of the day, this was both an innovation and a design statement, a feature that exuded athleticism and elegance in equal measure. In keeping with the BMW 3.0 CSL, the Hommage features a BMW logo on each of the C-pillars.

The all-round shoulderline is also the starting point for the subtle, finely sculpted surfaces of the sides. It follows the development of the shadowy areas behind the front wheel all the way to the lit surfaces above the rear wheels. This interplay between light and shade lends movement and dynamic intensity to the generous surfaces of the vehicle's sides. Dark CFRP areas narrow the gap between the sides and the road, again paying tribute to the consistent lightweight design of the BMW 3.0 CSL.



front splitter reduces the gap between road and front end and, in combination with the kidney grille, offers a modern interpretation of the earlier car's highly distinctive shark nose. Two circular openings and a series of elongated slots pay tribute to other elements featured in the earlier car, but offer a new interpretation for the 21st century.

#### **The sides – contrapuntal elegance**

The vehicle sides are in elegant counterpoint to the marked athleticism of front and rear. The long wheelbase and elongated bonnet appear to stretch the Hommage's silhouette. A continuous, horizontal line encircles the vehicle by way of paying tribute to a distinctive stylistic feature of the earlier BMW 3.0 CSL: its all-round chrome trim. In combination with the black highlight beneath, the continuous line intensifies the flat, elongated appearance of the sides.

In combination with the black graphic accents, the dark lightweight elements reduce the perceived height of the vehicle and further emphasise its flat silhouette. The black 21" alloy wheels in matt and high-gloss bi-colour versions offer an additional unique highlight. Air control blades in the interstices of the wheel rims, meanwhile, serve to further optimise aerodynamics.

#### **The rear end – a muscular presence.**

As with the front end, the vehicle's tail is broad and muscular in design. Generous surfaces generate presence, horizontal elements emphasise width. A particular highlight is the styling of the rear lights: an LED strip above the spoiler links the two lights, thus giving the rear end a formal framework. The powerfully sculpted rear apron with CFRP diffuser creates a visual impression of the BMW 3.0 CSL's



raw power. Even viewed from above, the BMW 3.0 CSL is extremely dynamic. From kidney grille to headlamps, the bonnet traces a broad “V” – a nostalgic throwback to a distinctive and dynamic element of earlier BMW coupés.

#### **The interior – purist elegance**

Pared down to a minimum, the interior of the BMW 3.0 CSL Hommage puts its lightweight design on show and renders its racing character elegantly tangible. All interior elements are there out of absolute necessity, every part has a high-quality design, structural or drive-related function. In the all-CFRP interior, the only wood-like presence is the “instrument panel” – a cross-member and purely structural element.

This is a clear reference to the interior of the earlier BMW 3.0 CSL, which featured an all-round wood trim throughout the interior. In the new version, only the small central eBoost charging display interrupts the wooden instrument panel. Infotainment is equally minimalist in concept: a central display on the steering column informs the driver of the current gear, speed, revs and shift point.

Racing genes and lightweight design with finesse. Other racing features include bucket seats with high-quality stitching, a six-point belt and red anodised safety features such as the outlet nozzles for the extinguishing foam, the fire extinguisher

itself, and the two switches on the centre console for the emergency shut-off and fire extinguishing mechanism.

The only elements in the rear of the vehicle are two helmets integrated into the transmission tunnel. These are held in place by a belt when not in use. In the place of a rear seat bench, there are only covers for the eBoost energy accumulators. Special reflector technology in combination with LED strips create an impressive 3D effect on the covers.

In its use of cutting-edge materials and detailed solutions, the BMW 3.0 CSL Hommage displays technical sophistication and subtlety of form. Meticulously crafted aluminium sleeves add high-quality accents at the junctions between individual structural elements. The door design is as minimalist as it is expressive: precise, clean surfaces trace an arc rearwards, lending the door element a flowing, dynamic quality. The door openers combine a DTM-style pull strap with the elegant handle-integrated opener of the earlier BMW 3.0 CSL, resulting in the hybrid solution of a nylon pull strap located directly behind the grab handle in the door.

As with the interior as a whole, this detail lends expression to the unique character of the BMW 3.0 CSL Hommage: a winning combination of lightweight design, athleticism and elegance.

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# 2015 BMWCCV Clubsport Championship

Rank	Name	Car	Class	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Rnd 7	Total
1	Jessica Bell	BMW E30R	I	8	9	8					25
2	Jenna Patan	BMW E30 325i	I	7	8	9					24
2	Rory Plant	BMW F20 125i	F	8	8	8					24
4	Graeme Bell	BMW E30R	I	9		10					19
5	Sean Bell	BMW E30 325i	I	10							10
6	Jeff Murdoch	BMW E82 135i	F		9						9
6	James Waldie	BMW E87 130i	D			9					9
6	Bruce Corrin	BMW E46 M3	H		9						9
6	Sally-Anne Hains	BMW E46 CSL	H			9					9
6	James Smith	BMW E30 320i	B		9						9
11	David Murton	BMW E21 323i JPS	C	8							8
11	Stephen Gorman	BMW E30 325i	C		8						8
11	Louise Forrest	BMW E30 325i	D			8					8
11	Leonard Siragusa	BMW E36 M3	H		8						8
11	Ashan Perera	BMW M3	H			8					8
11	Rod Smith	BMW E30 320i	B		8						8

## BMW Drivers Cup - E30 Racing

Competitor (E30's)	Car #	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Rnd 7	Rnd 8	Dropped points	Total	Pos.
Brian Bourke	27	22	22	22	18	20					104	1
Sean Bell	1	22	25		25	25					97	2
Stan Armstrong	12	16	18		20	11					65	3
Glen Potter	66	14		18	16	15					63	4
Glen Kenneday	41	15	20	25	0						60	5
Geoff Bowles	24	18	16			16					50	6
Simon Mitchell	99			20	22						42	7
Jim West	68	12	13	15							40	8
Huw Montgomery	45	13			14	13					40	8
Chris Bell	29	8				18					26	10
Matt Martin	43	25									25	11
Graeme Bell	31	9			13						22	12
Nathan Geier	5					22					22	12
Cruz Cody	39			16							16	14
Andrew Adams	48		15								15	15
Rodney Potter	88				15						15	15
Anita Abzatz	19					14					14	17
Dan Birt	3		14								14	17
Gavin Stubbs	39					12					12	19
Gary Pearce	50	11									11	20
David Lumb	36	10									10	21
Donovan Mollenhagen*	85					10					10	21

\* Audi 80 - DSA Penalties are shown in red

# For Sale

## *E30 M325i*

Totally standard as built by BMW.

The car was a limited run M model built for the UK market some of those found their way to NZ in 1986 this is one of those, it is a private import which came to Australia about 7 years ago .

The specs differ from an E30 325i by having an M body kit fitted at the factory along with appropriate M badging , upgraded suspension , upgraded interior to M spec sports seats trim etc , upgraded engine ( about extra 20 bhp ) with factory stainless extractors ,oil cooler thermostatically controlled and integrated into the body kit ,transmission with different gear ratio's and a heavy duty clutch .

This car is sensational to drive ,it is a great touring car with effortless power, great economy in a classic body shape . It has done about 270 k kms every thing is in great condition there is a full service history and all the mechanicals are top condition , no work needs to be done just keep it clean and drive it .

I have just serviced it about 500 km ago , well worth a test drive , currently on club reg for the last 3 years.

I have owned it for about 5 years. It is being sold to

## *1993 BMW 840ci*

The car has covered only about 136,000 kms. This works out to 6,200 kms per year.

In this model year it was the first of 68 cars leaving Dingolfing for Australia. Only 4,728 840ci's were built over the entire model run.

I am the third owner of this beautiful car.

Full service history included with sale, including built data sheet. Complete with original owner's handbook and tool kit.

The exterior is in very good condition with no rust or accident damage while the interior trim has a pleasing patina to the black Nappa leather.

Registration until September 2015. Plates "FUN840" to be sold with the car with a Victorian RWC.

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fund a race car I am finishing . I would prefer to sell it to a club member who will enjoy it and look after it, and not sell to someone who would do a boy racer mod on it.



Price: \$15,900

Contact: George - 0411 899 255



Price: \$27,500

Contact: Andrew - 0412 268 451



# Welcome all our new BMWCCV members

Robert Arduca	M4	2015
Patrick Grogan	E21	1979
	E46 M3	2003
David Fountain	318is	1990
Peter Verde	E30 318is	1990
Russell Pratt & Nikki Zerman	E30 325i Conv	1990
Graeme Smith & Terri Morgan-Smith	2002	1973
	325i	1988
	318i	1990
	330ci	2003
Michael Englebright	X6	2013
	E28 528i	1984
	125i	2014
Dan Neubronner	Z4M Coupe	2007
Rahib Saab	318i E30	1988
Jim & Jude Scarlett	E30	1985
Daniel & Norman Agius	M535i	1986
David McCormick & Jamie-leigh Zampelis	318i	1989
Greg Smith	M3	2015
Bill Dobson	635 csi	1986
	E92 325	2007
	318i Sedan	1994
Neil Newbery	323i Touring	1998
Lachy Car	M135i	2015
Ward & Heather Lucas	E30 325i Conv	1990
	E38 735i sedan	2000
	E53 X5 4.8is AWD	2004
Ashan Perera	E30 M	1989
Greg McLean	523i	2000

Johnathan Lim	325i	1988
	M535i	1986
	530i Touring	2002
Chris Chan	323i	1981
Wally Capaldo	735i	1987
Troy Everitt	325ci	2005
Stefan Lepicier	E90 320i msport	2006
Kieran Glass	E21 323i	1980
	E30 318is	1991
John & Pauline Dewar	135i	2008
	S1000RR	2013
Jose Da Silva	M5	2015
Louis Sciuto	M3	2014
Andrew Eames	M5	2015
Shaun Fennessy	M4	2015
Dimuthu Parussalla	M3 F80	2015
Lynn & Jim Watson	320i conv	1989
Adam Brooks	E46 M3	2002
Wayne Chong	E92 325i	2007
	F15 X5 x drive30d	2015
Eugene Arocca	335i	2014

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www.doncasterbmw.com.au

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