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Editorial Address
The Editor
BMW Top Marque
PO Box 81
Tyabb Victoria 3913
Email: editor@bmwccv.com.au

General Mail & Enquiries
The Secretary
BMW Car Club of Victoria Inc.
GPO Box 1250
Melbourne Victoria 3001
Telephone: 0418 509 171

Try our website www.bmwccv.com.au for more club information. Or join us on Facebook: /groups/BMWCCV

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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COMMITTEE CONTACT DETAILS

President
Rodney Smith
president@bmwccv.com.au

Vice President
Scott Muir
vice_president@bmwccv.com.au

Vice President
Andrew Burke
vice_president@bmwccv.com.au

Membership
Wendy Eime
membership@bmwccv.com.au

Treasurer
Phil Logan
treasurer@bmwccv.com.au

Merchandise
Jo Mawson
merchandise@bmwccv.com.au

Activities / Events
Jo Mawson
events@bmwccv.com.au

Secretary / Public Officer
Tony Whelan
secretary@bmwccv.com.au

Motorsport
Graeme Bell
motorsport@bmwccv.com.au

Driver Training
Graeme Bell
motorsport@bmwccv.com.au

Editor
Jess Bell
editor@bmwccv.com.au

From the editor

Hi all,

My oh my how this year has flown! I am about to take off overseas for my second trip of the year and I can't believe Christmas is less than 2 months away.. I'm so not ready yet!

We have now had our 2015 AGM and say good bye to Jenna and Rod Bateman and hello to our new president, Rod Smith; vice-presidents Scott and Andrew; web master and dealer liaison Rory; and general commitee member John. Over the next few issues I will be bringing you articles from each of them to help you get to know who they are. This issue we welcome Rory.

I would like to take this opportunity to thank Jenna and Rod for their hard work and contribution to the club while on the commitee, I have no doubt we will see you around in the near future!

Just a reminder to anyone that would like to contribute to any future magazines, please do just send me an email: editor@bmwccv.com.au.

That's all from me this issue, make sure you get down to some of our last events for the year, I look forward to seeing you there!

JB

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What's On

Date	Event	Location
31 October - 3 November	Echuca Escape weekend	Echuca
7 - 8 November	Sandown Historics Display	Sandown
7 - 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

BMW Car Club of Victoria invites you

Christmas Lunch, Show & Shine & E30 Racing end of year Trophy Presentation

13 December 2015

Central Pier Shed 14, Docklands VIC 3008

Another year is over and what a better way to celebrate than on the Lady Culter cruising around the bay.

Get your cars out and show them off at our annual "show n shine"

All entrants to arrive 9am judging to start 10am

Boarding will commence at 12.30 departing 1pm

Once again we would like to combine our lunch with E30 racing and enjoy the company of old and new friends.

We will be doing presentations for sprint rounds and E30 racing and also present the Andrew Gordon award.

Bookings essential!
Please RSVP by 5pm. Tuesday 4th December to: Jo Mawson, events@bmwccv.com.au
Further enquiries: Jo Mawson: 0412 661 900

** 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.

I don't know where I'm going but I'm on my way...

Written by: Jenna Patan

It was back in early 2001 when one of the boys from school picked up his first car, a blue late 80's e30. Little did I know at the time just how influential BMW would become in my life. As most of us have done in our time (which most won't admit to), weekends were spent between Supercheap Auto, Repco and Autobarn trying to find different ways to tweak the car. This went from learning how to wire in "cool" neon lights into the foot well, installing subwoofers that would be too big for the boot, changing the headlights without breaking anything else and at one stage we even had a crack at using fibreglass on a body kit.

Those were the days of Chap Laps and Auto Salon, but it is when cars were seriously on my radar. Although Auto Salon represented displays cars that were tricked up and so over the top, the thing that got me the most was the output of some of the cars on the dyno. I had never seen anything like it before and it hooked me.

I learnt to drive in that little blue e30 as the boys were adamant that a driver's license wasn't real unless you took your test in a manual, needless to say I am grateful for their pushiness on the subject because I am not sure I would have gone back to a manual later on in life. In 2010 I bought myself a 09 JCW Mini (a manual and the first of the turbos) and I loved every second of driving that car.

Later in 2010 I was lucky enough to tick off one of my bucket list items and I was able to drive the Nurburgring. Other club members helped identify some great places in the local area and the best place to rent cars from. We had booked ourselves a BMW and couldn't wait to get it on the track. The morning of our booking we were informed that the day before the car had issues with the brakes, so we ended up with VW Sirocco which was probably just as fun – let's be honest anything with 4 wheels would have done in my mind!

As part of the European trip, Stewart Garmey had helped us to arrange a visit to the private BMW Car Collection. Wow, if you ever get the chance to fit this into your holiday make sure you give the club enough notice so they can help facilitate the visit. The private collection is an incredible look through BMW history. The 507 Cabriolet was by far my favourite car and now I even have a 507 replica miniature in its box on my desk at work.

Car club would soon become part of my daily life and I have been in many different roles on the committee over my time – Events, Merchandise, Editor, Marketing, Web admin – the list goes on. It was a busy time and alongside Tony for the 2013 Nationals at Phillip Island, but I have to say out of everything it was a true highlight for me. Then in 2014 the Committee gave me their support to run for President. Not being your typical car club President was at times challenging, but that gave me more drive to push harder and do the best that I could for the club.

Being part of the Bell Family last year inevitably ended 2014 with another little blue e30 entering my life in the form of a 325i; and yes as you would have guessed the plan was to turn it into a track car so I could complete in the 2015 Club Sprint Series – were they crazy?!? After spending the summer learning about different parts on the car (and significantly draining my bank account) by Nationals in NSW we were ready to hit the track. Holy crap would be an understatement as

to how I was feeling the first time being lined up at Sydney Motorsport Park pit lane, what the hell was I thinking! But within about 10 seconds of pulling out of pit lane and constantly repeating to myself “relax Jen, it’s ok” I felt right at home and never looked back – I even passed someone!

This year in Motorsport has been a huge learning curve for me, I have come so far since Round 1 and I still have miles to go, but I am excited that I have found something I really enjoy. Whilst it’s competitive, it’s still so much fun and I love every moment of it (well maybe not having my exhaust come loose at Winton, or being towed out of the mud at Broadford because I was too heavy on the accelerator through a turn, or my first real lockup of the brakes), but they are all learning experiences and I have to have a laugh. I couldn’t recommend it more, and if the Sprint series seems a bit too far-fetched then the club offers so many Driver Training days that slowly build you up to Level 2 on track training at Winton. There are heaps of people on hand to give you pointers and if you then are interested in the Sprint series there are so many of us that are willing to help you out where possible.

The 2015 / 2016 Committee sees the return of some old faces and some new ones. The club over the past couple of years has grown at an incredible rate and it is thanks to the tireless efforts that the committee put in. My BMW journey has been an incredible one and I have appreciated getting to know so many of you over the years. Car Clubs aren’t for everyone, but for those of you that come to drive days, meetings, motorsport or any one of our many events, I hope you realise how great you make this club.

I can’t wait to see what comes of 2016.

Signing off for now..

Jen
Past President
(I might stick with Member 3195 instead, Past President makes it sound like I have died!)

Delivery of the ten millionth BMW 3 Series Sedan at BMW Welt in Munich

BMW PRESS CLUB

The ten millionth BMW 3 Series Sedan is going to a driving school in Eichstätt. The BMW 320d in Imperial Blue rolled off the assembly line in September at the BMW Group's Munich plant, marking a milestone in the success story of the BMW 3 Series. The new owner was delighted to take possession of the vehicle at BMW Welt.

With around 14 million vehicles sold in more than 130 countries, the BMW 3 Series is BMW Group's most successful range.

The success story began in 1975 when the BMW 3 Series was premiered at the IAA Cars Show as the start of the line of sporty mid-range vehicles. Since then this international best-seller has established itself as a pacesetter for the automobile industry in terms of sportiness, efficiency, comfort, connectivity and design. The Munich site has a special importance here, not only as far as production is concerned (each of the six generations has been manufactured at the BMW Group plant in Munich), but also with regard to vehicle handover.

Vehicle handover is one of the central functions of BMW Welt. The architecture of BMW Welt was designed to make the initial contact with the new vehicle an unforgettable experience.

The culmination of the handover process is the moment when the customer drives the new car off the Premier ramp and out onto the streets of Munich. The individually tailored schedule, including the personal attention of a member of staff, and the perfectly staged handover of the new vehicle regularly attract customers from all around the world, who come here to fulfil their personal dreams.

Every day, between 80 and 120 handovers, and sometimes as many as 160, take place on the Premiere stage above the display area. Since BMW Welt was opened in 2007, almost 150,000 customers have collected their new BMW on the Premiere stage.

BMW M3 E92 Valencia Orange

Written by: Andrew Brien, Southern BM

This month we have an absolutely stunning example of the legendary E92 M3, incredibly rare in Valencia Orange (apparently the only one holding these exact specifications). The owner of this car had previously owned a supercharged E92 M3 and after selling it he soon felt the call of the M3 again, and purchased this lovely specimen. Of course, with thoughts of tweaking this M3 to be even bigger and better, he brought it down to SouthernBM for us to work our magic.

After some consultation and research on the best package to augment this car, we decided on a more traditional route towards increasing horsepower and driveability from BMW's exceptional V8. We chose several items from world renowned premiere BMW tuners Dinan (dinancars.com) which were the Engine Performance Software, High Flow Throttle Bodies, High Flow Intake, and MDCT Performance Software. These were all mated to one of our favourite upgrades - the Akrapovic Evolution Titanium Exhaust which we have used many times before. We also added the SouthernBM carbon intake for additional intake tone and aesthetics to the engine bay.

To improve the exterior styling and handling, we added a huge AP Radical Big Brake Kit, some KW Sleeve-over adjustable suspension. To round out the package we have some wheels and a carbon diffuser from Vorsteiner, and some BMW Performance Parts including a splitter and spoiler.

We think this is one of the best examples of what you can do with an E92 M3 whilst still remaining relatively conservative with both budget and power. This build encompasses what we have found to be the most popular additions to the E92 M3, and we urge anybody who has one of these lovely cars or who's thinking about buying one to have a chat with us first about your options. We firmly believe the E92 M3 is one of the finest cars BMW has ever made, and that it will be extremely popular with enthusiasts for a long time to come.

330d: Number Three

Written by Rory Plant

First, a quick hello to those who don't know me. I'm one of the newest members to volunteer on the BMWCCV Committee; I'll be looking after the online side of things. You may have spotted me zipping around in my Mineral Grey F20 125i a few events over the last year or so.

Only a few weeks ago, I was a perfectly happy BMW owner.

When I ditched my previous ride (a manual AU XR8, after a lifetime of working with and driving Subarus, with a VW Polo GTI thrown in for good measure along the way), I went looking for a compact, well-performing driver's car. The BMW was on the shortlist, but somewhat pricey compared to the alternatives – let alone the out-of-reach M135i – however, I managed to track down a car that was sitting, unloved and unwanted, at BMW Doncaster, having been erroneously ordered for a customer. Why unloved and unwanted? It's a manual. Still, and will always be, my preference! Anyway, I've enjoyed the car for over 18 months now, had a few nice long drives in it, plus a few more spirited drives with the BMWCCV.

After warping the rotors during last year's Charity Ride Day at Sandown (N.B. an unmissable event!), and since burning through the pads purchased subsequently, I found myself without wheels leading up to a recent Driver Training Day at Winton – one of my favourite days of the year. Not wanting to forego the event, and having had my eardrums bled dry by people telling me I must get an E30, I negotiated to borrow one from Graeme Bell's stable.

Sharing Jess' Green Machine was initially daunting, but soon utterly addictive – once we'd all recovered from a lock-up on the main straight sending me spinning into the damp infield, via the 50m marker (Sorry again Jess! And Sean too for that matter…). Anyhow, by day's end I had already found a few potential purchases on Carsales, Gumtree etc., and was already composing a note to my better half, explaining the economic benefits to owning and building my own E30 track car instead of risking taking my (insured, relax) road car on the track, with my expensive extra track tyres, escalating consumable costs etc.

It was clearly a decent proposition – the following weekend I was already driving my new acquisition down to Bell Motorsport to be transformed. BMW Number Two.

Naturally, the need to transport the E30 to and from the track had not escaped me. Our "other" car in the family is Sara's modest 15-year-old Corolla hatchback – purchased for its compact but voluminous characteristics (for transporting pot plants), as well as being relatively smooth and low-performing to try and reduce the amount and frequency of dog vomit. Sadly, the 99 WRX had to go…

Not wanting to burden my 125i with the load, nor it being practical to consider using the Corolla, I'd been considering a few options for the ideal tow vehicle – with compactness and minimising dog-illness also desirable characteristics – the list is actually quite short. Not wanting to get a full-size sedan or SUV meant that I had to think a bit harder. What's relatively compact, smooth, but highly torquey?

Number Three.

A tow car was something I was thinking about for the future – after all, it would take quite some time and investment to get my E30 up and running, and that would mean next year was the realistic target for on-track use.

However, I like cars.

I've worked in and around the Automotive Industry throughout my career. In the early days, that included working in the Wholesale department of a Dealership Group; that is, the valuing, trading, and on-selling of used cars. I've always kept an eye on the specs and pricing in the used car market. What I'm telling myself is, I reckon I can spot a good deal when I see one.

That's what I told Sara too, when all of a sudden, a "Deceased Estate" BMW E90 330d appeared in my search results. Must sell, cheap price, great car, done deal. I was already flying up to Sydney to watch my football team play, so all I had to do was cancel my return flight and drive the car home.

Some of my work colleagues here in Carlton now feel I truly belong on this Lygon St strip, being a triple-BMW owner, whatever that means…

I never thought I would be so excited about buying, and now driving, a) an automatic b) diesel-powered car. Hats off to BMW for creating the 330d – a smooth, luxurious, well-sorted machine that pulls like a train. I'm pretty sure I've backed a winner here.

Now I just need to have a long, firm talk with the dog.

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The John Player Special Story

Written by: Stewart Garmey

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

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

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

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

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

"stolen" the sponsor (JPS). Again, whether or not this is fact is open to conjecture.

Gardner was left without a driver for a car that was becoming a real force in Group C touring car racing. At this time (and I know this is right because Jim told me!!) there was talk around that Jim Richards was to replace Grice. Everyone seemed to know except Jim who took up the challenge and called Gardner to ask if it was right. Gardner's response was "Well Young Fella, IF I am looking for a driver, I'll give you a call" (or words very close to that effect). What transpired, of course, was that Jim did get that call and went on to establish arguably one of Australia's finest racing partnerships that ran for five years.

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

featured in the round of the sports car endurance championship at Sandown in 1984 and from memory, won its class. The car was also successful as a sport sedan, taking Jim to a number of wins over the years.

Champion. The car was changed over the years from single-cam M30 to twin-cam M88 engines, a change that really didn't do the car any favours as it changed the front / rear balance, making the car quite nose-heavy and subsequently hard on its tyres. The car now spends much of itstime at the National Motor Racing Museum at Bathurst but there are many among us who would love to see it out and racing again. The one that started it all!

The team built a second Group C car, the famous "snorkel car" which had one of the first in-car camera systems installed for Bathurst and housed in the roof-mounted periscope. That car was later changed to Group A specification but has now been returned to its original Group C spec by its New Zealand owner, Peter Sturgeon. There were six 635s built by the team over the years and we know the whereabouts of all of them.

Of course, mention of the JPS 635s wouldn't be complete without mention of Jim Richards' 1985 win in the Australian Touring Car Championship in the Group A version. Jim was dominant throughout the season and that car is now owned by Hong Kong-based Adrian Brady who regularly campaigns it in historic racing in Australia.

On its retirement the car was sold locally and is currently resident in the United States being restored to its original livery and specification before it came to Australia.

The team built a number of E24 635 racing cars too. The original car is now owned by BMWCCV member Dean How who has spent a long time restoring it and taking it back to its original specification. The car had a number of famous drivers in its time including the late Denny Hulme, New Zealand's 1967 World F1

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

Whether or not Jim can be convinced to race it is a work in progress but having seen the car, I can

understand why Jim is hesitant! It is a stunning piece of work. The team built nine E30 cars over the years, either from local shells or as fully imported works prepared shells from Germany. Four 325i cars were built for Group A racing with two being converted to M3 spec with two 325s and a single 323 all accounted for. In fact, every E30 built by the team is accounted for and that includes the two now resident in the BMW Group Classic Museum in Munich as Art Cars by Ken Done and Michael Jagamara Nelson which were originally JPS Team BMW racing cars.

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

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

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

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

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

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

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

It is unfortunate that no build records are available and much of what we know is hearsay and is always interesting talking to owners about their cars and the multitude of stories surrounding them. What is fact that is that there are now very few of the perhaps 120 road cars built remaining. They are iconic, very collectable, attractive and should be saved.

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

If you own, or know someone who does, a JPS, we would love to hear about it and include it in our register. There is no cost to be a register member ands the plan is to document all the cars we can (we already have a sizeable list of known cars) while keeping owners in touch.

Personally, I have E21 323i number 47, a lovely car I bought from Queensland just recently. I have been busy detailing it to the standard I want and can't wait to get it Club-registered so I can start enjoying it. There is a possibility it is one of the rare 2.7 litre models, it has the dogleg and lsd and is a pleasure to drive. It needs a little work on the interior and that is well under way.

Owners and those interested in this fabulous run of BMW history are invited to contact me on 0418 730676, at work 03 9330 0090 or by email, stewart@tradelanes.com.au with detail of your car or interest so we can include it on our list.

If I have stepped on any toes or misrepresented the facts relating to the early days of JPS Team BMW, I apologise in advance. As with the cars, detail is very thin on the ground so I have represented what I know and have been told as closely as I can.

Funny old world, isn't it? Tobacco advertising is banned. I've got a JPS. I have watched a lifetime of JPS BMWs and Lotuses, Marlboro McLarens and Holdens, Winfield Nissans and Holdens, Rothmans Porsches and Escorts ... and never had a cigarette in my mouth!

But that's another story..

BECOME ELECTRIC.

TEST-DRIVE THE ALL ELECTRIC BMW i3 AT BMW MELBOURNE.

BMW Melbourne

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The Ultimate Driving Machine

Overseas model shown.

Uncompromisingly different in its conception and construction to any other car, the all electric BMW i3 ushers in a new era of visionary mobility, inspiring design and a new revolution of premium with sustainability at the core. Redefining mobility means thinking far beyond environmentally conscious and agile driving. The innovative BMW eDrive concept is not only locally emission-free and offers an exciting drive dynamic with breathtaking acceleration, it is also a relaxing and nearly silent driving experience. The result, a pure form of electric driving that defines the automobile of tomorrow.

Contact Nathan Gardiner, BMW i Manager at BMW Melbourne, to arrange a test-drive today.

BMW i3 REX FROM

$221 per week with a $5,000 deposit*[1]

6.78% pa comparison rate^

BMW i3 BEV FROM

$202 per week with a $5,000 deposit*[2]

6.78% pa comparison rate^

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*From BMW Financial Services (a division of BMW Australia Finance Ltd, Australian credit licence 392387) on a consumer loan over 60 months at 5.49% pa. On a drive away price of the relevant vehicle with automatic transmission, metallic paint and no other optional extras of (1) $82,118 and (2) $75,806, with monthly repayments of (1) $955 and (2) $875 and a final payment of (1) $36,953 and (2) $34,113. Total amount payable is (1) $99,203 and (2) $91,605. No other offers apply. Fleet, government & rental buyers excluded. Fees, charges, terms, conditions & approval criteria apply. Offer applies at BMW Melbourne while stocks last on new vehicles ordered & delivered by 31.10.15. ^Comparison rate based on monthly repayments for a 5 year secured consumer loan of $30,000. WARNING: This comparison rate is true only for the example given & may not include all fees & charges. Different terms, fees or other loan amounts might result in a different comparison rate. For further details contact BMW Melbourne.

00Z · 400

BMW Z4M

PHOTOGRAPHED BY LEIGH KELLY

An evening with...

Written by Stewart Garmey

Melbourne is well-known for its “coffee culture” with a myriad choice of shops and outlets selling, mostly, good coffee. But, how does that coffee get to your cup? What exactly is involved in its production and processes? To answer this question, 40 members were invited to the roasting house of one of Melbourne’s finest, Beraldo Coffee in Heidelberg on the evening of 05 October, to see the processes involved in that fine cup of coffee. Hosts Daniel and Paul Beraldo, more than ably assisted by Baristas Scott and Katie, gave our members a walk-through of the roasting and packaging processes.

Beraldo Coffee was established in the early ‘80s by Paul Beraldo who had spent many years in the coffee industry. Paul’s watchword was always that he would provide only the finest available 100% Arabica coffee to his clients, a philosophy he has maintained to this day. Many coffee houses “cut” their coffee by adding cheaper beans to their blends, but not Paul and son Daniel who now takes a major role in the management of the business.

Paul and Daniel started our visit with a discussion on what constitutes good coffee, how and where it is sourced, how it is harvested, packed and shipped. From there, out to the warehouse to see the start of the process with the green beans. Paul explained that age and timing are all-important because as the green beans age, they lose moisture and volume so it is very important to ensure managed rotation of the green bean stock to maximise flavour and volume.

Green beans are fed manually into the storage hopper system depending on their origin and type. The beans then remain untouched until the final process of packing the completed roast ready for dispatch. Highly automated systems select the exact amount of green beans required from each hopper to make the selected blend. The beans are drawn by weight and transferred by air pressure to the roaster which will handle 125 kgs at a time. Roasting time depends on the specific blend being produced but usually average about 16 minutes at 120degC. The system then transfers the freshly roasted (and smelling just wonderful ...) beans into an extraction system that removes any unwanted foreign matter, perhaps small stones, husks or stems before being moved, again by air pressure, to storage hoppers where the roasted beans rest for three days. During this time the beans give off an inert gas so they are at their prime for packing into hermetic bags.

Once the time comes to package the roasted beans are transferred in to the packaging hopper ready for bagging and sealing. Each bag contains one kilogram of roasted beans which are packed and sealed with a one-way valve in the bag automatically, ready for hand packing into cartons for dispatch. This entire process is repeated many times to produce the seven tonnes of flavoursome coffee that Beraldo Coffee roasts each week.

From the plant, back to the reception area and an opportunity to sample Beraldo Coffee’s finest. Our hosts has very thoughtfully provided everyone with a show-bag containing a coffee cup, a kilo of roasted or ground beans and a tub of Beraldo’s own chocolate, a very nice gesture. Paul and Daniel were assailed with technical questions on how and why, all answered with the standard Beraldo good sense of fun!

What does coffee have to do with our BMWs? Well, we drive them to where good coffee is available so that is close enough in my book! Beraldo Coffee is not available through retail outlets (unlike most ...) and can be enjoyed through any number of Beraldo-designated coffee shops ... look for the name and logo, you’ll be surprised how many there are.

The Club extends its grateful thanks to Paul, Shirley and Daniel Beraldo and Baristas Scott and Katie, for an entertaining and very enjoyable insight into an industry we probably take for granted.

BMW Group Australia awards 2015 Technician of the Year

BMW PRESS CLUB

BMW Group Australia is delighted to announce the BMW 2015 Technician of the Year, Elmir Vidimlic of BMW Melbourne.

First introduced in 1988, the exclusive award recognises excellence in technical knowledge and application within the BMW dealership group in Australia.

An innovator in the automotive landscape, BMW provides a challenging and dynamic workplace for technicians encouraging optimum engagement from apprenticeship through to elite master technician status. The Technician of the Year award acknowledges those who have excelled in this vibrant environment, achieving the highest result in a comprehensive annual examination.

Stephan Rausch, general manager of aftersales for BMW Group Australia, is delighted with the outstanding level of technical expertise within BMW dealerships in Australia.

"BMW technicians are the backbone of our aftersales operation in Australia. It is critical they have the skill, knowledge and ability to support our function and the technologically advanced systems in the BMW product range.

"The Technician of the Year award identifies outstanding performance in technical ability, proven through sustainable practice and continued development," said Rausch.

"It is fantastic to acknowledge Elmir's technical excellence and dedication with the Technician of the Year award," he said.

In addition to claiming the title of 2015 Technician of the Year, Vidimlic was awarded the 'ultimate driving machine' experience of a lifetime: driving the vehicles he devotes his career to – on ice - at the BMW Alpine xDrive Experience in New Zealand.

Penrite Members Meeting

3 August 2015

Written by: Lawrence Glynn

Penrite don't just make oil. They make other petroleum based products as well and also have some desirable cars in their collection of historic race and classic cars.

None more so than the gorgeous BMW 328 which firmly consolidated BMW's position as a maker of practical sports car for the discerning buyer.

464 328s were produced from 1936 to 1940, featuring a highly efficient 2 litre engine which mimicked a dual overhead camshaft valve arrangement whilst using a cheaper side camshaft. It was an immediate success, winning first time out at the Nurburgring, beating not just other sports cars in its class but outright racing cars.

The styling was thoroughly modern, marking the move away from "motorcycle" type wheel guards and integrating the headlamps into the bodywork. A stiff twin tube chassis, allowed the suspension to be softer than usual making it a luxury sports vehicle.

A trend which BMW follow to this day.

The dash design of fuel gauge, speedometer, rev counter and temperature gauge has also been followed by BMWs over the years.

Alas, whilst everyone wanted a 328 very few could afford the sky high price, think modern day elite hypercars, and then some.

Even though the example on display is now the only BMW 328 in Australia, Penrite have an oil for it in their product selector.

Penrite predates the 328 and is still owned by an Australian family, but not that of John Mecoles who founded the company in 1926.

The first part of the evening was given over to a very informative presentation on the company, its products and oil in genera,which I will try and précis.

The company name is derived from Pennsylvania, the preferred source of crude oil at that time, and "the rite oil". The company was sold to John and Margaret Dymond in 1979 who own the company still, employing over 120 people with a wholly owned UK subsidiary.
We were told that base oils are split into 6 groups, 2 mineral (derived directly from crude), 3 synthetic (2

being man made but still using crude as the starting point) and 1 Esters (vegetable oil based of which caster oil is the best know – make your own product name from that!). Fully synthetic are the purest and most adapted of the oils.

Basically, the refining process is all about rearranging the chemical links between the Carbon atoms which changes the properties of the oil and the viscosity – or thickness (think treacle vs water).

But, as they say, oil ain't just oil. Since the late '50s viscosity improvers (elastomers) have been added to create multi-grade oils, that is, oils which behave as if the base viscosity changes.

As an oil heats up its viscosity drops, as is the case with most fluids. The job of the viscosity improvers is to try and make the oil thinner when cold than would otherwise be the case, and thicker when hot than would otherwise be the case.

To distinguish one grade from the other the cold grade is given the letter W, for winter.

So a 10W/40 has a grade of 10 from the cold test and 40 from the hot test. Unfortunately 10W does not equal 10 from the hot test, so the two grades are not directly comparable.

There are many other additives added to prevent corrosion, frothing, oxidation and to disperse solids (such as fine metal particles and combustion soot).

Penrite uses shear free elastomers which hold up well under pressure.

From here on it can get really complicated because the behaviour of the oil varies dramatically depending on the refining process and the additives used. To provide some measure of how well an oil performs there are various industry standards, and these standards are frequently updated to take into account the changing needs of engines. As tolerances have become tighter, service intervals extended, emission standards tightened and power per litre increased (think turbo engines), the demands on the oil increase. BMW, and other manufacturers, have their own standards. BMW call theirs BMW Long Life, or LL, followed by a two digit year code (98 = 1998, 03= 2003). Penrite have BMW approved oils.

In general, the later the standard the better, but only up to a point. Using modern oils in older engines may not the best idea as older engines may need, for example, a thicker oil because of the larger gaps around piston rings and bearings etc – thinner oil may just go straight by.

So Penrite has a web page which recommends the perfect oil for just about every car in Australia, and probably quite a few which are not!

Failing that, the simplest standard to follow is the American Petroleum Institute or API.

This uses a twin code such as SN/CJ. S stands for spark ignition (petrol) engines and C for compression ignition (diesel). The N and the J are the version of the standard, the higher the letter the later the standard.

Your BMW owner's manual will have an API rating recommended for the engine.

ACEA. the "club" of European automotive manufacturers and their "tier 1" suppliers, use 4 series of standards, the latest versions of which are A5/B4C4/E9.

So, in summary, one oil can not do it all and choosing the correct oil is not simple, hence the Penrite product selector.

Penrite also make Automatic Transmission Fluid, manual transmission and differential "gear" oil, coolants and coolant additives, brakes fluids, power steering fluids and various additives such as the 2-stroke oil, "valve guard" (for use in vehicles required leaded fuel characteristics), and Ad-Blu (used in some diesel's Selective Catalyst Reduction system to render NOx harmless – a form of urea) and more.

Questions and answers followed the presentation after which we were given a fairly detailed run down on the classic cars present on the day.

There was an AC Ace, the vehicle which became the Shelby Cobra when a Ford V8 was added. The Ace itself was primarily supplied with a 2 litre Bristol 6 cylinder engine which started its life as the BMW 328 engine – the design drawings and some tooling for the entire 328 being taken from the BMW factory after WW2 and given to the Bristol Aeroplane Company (a rival to BMW pre-war) who formed Bristol cars and sold the 328 as the Bristol 400.

The particular rare AC Ace had the 2.6 litre Ford Zephyr based engine reworked by RuddSpeed company and known as the AC Ace RS.

Other vehicles there were an Alvis, a pre-war Vauxhall (also a sporty car in its day) and a number of single seat race cars

Altogether a very enjoyable and informative evening.

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My pride and joy

Written by Nathan Giastis

Hi to all within the BMW community, my name is Nathan and I can say I'm a very happy owner of a 2004 BMW E46 M3 SMG convertible wearing Imolarot 2 with matching red leather interior.

I found my pride and joy at Lorbek back in 2011.

We placed the car in storage so that it could be kept in its condition and out of the weather for when I was able to drive her as well as keeping the kilometres down.

After this period, the car had been fitted with carbon fibre side skirt extensions, front spitters, rear diffuser, boot spoiler, side grilles, and engine cover to enhance its sporty appearance along with a upgraded strut brace, genuine CSL rims painted in gloss black, callipers painted in a bright yellow, LED side indicators and front indicator upgrades, LED interior lighting, gloss black trims for the interior, 3 inch exhaust tips with the x-pipe cut out, K&N air intake system and up graded headlights containing the brightest led halos on the market.

The future for her is looking at fitting a supercharger for the extra horsepower as well as a full exhaust system and tune.

I'm happy to be part of the BMW community and hope to meet more BMW car enthusiasts over the period of being apart of the BMW club of Victoria.

Sunday Drive to Lake Eildon & Mansfield with Club Mini

Written by Peter Williams

How does this sound? 60km of empty, twisting blacktop winding crazily through forests and up and over mountains hundreds of metres above a huge lake. That was the highlight for the drivers on the August cruise. For some of the passengers, not so much…

clubMINI invited BMWCCV to join one of their monthly drives – although this drive was longer than most, finishing with lunch rather than a late breakfast. And so, over 50 people in 30 cars gathered at Lilydale for an 8.30am start. The numbers were pretty evenly divided between BMWs and MINIs. Plenty of BMWs drew the attention of the MINI folk, while some of the more special MINIs commanded their own share of attention too. But, for attention, everyone was gazumped by Mark Warshall's bright green Lamborghini Gallardo convertible.

clubMINI runs drives in convoy, but with so many cars we divided into two convoys for the cruise over Black Spur and through Buxton and Thornton to Eildon. There we took a break on the river's edge for a while and regrouped. The idea was to have a fast group and a slower group along the twisty road, with a third option of a gentle cruise a different way into Mansfield. As it turned out, almost everyone wanted to go in the fast group anyway! So that's what we did.

From near Eildon, the road to Jamieson winds through forests with occasional National Park walks and camping grounds. Some distance along, the road used to turn to dirt until a few years ago when it was tarred with a strangely low-grip bitumen – which everyone was warned in advance to take gently until they adjusted to the grip level. From there the road winds up into the isolated mountain range and over 800m altitude, around the side of 1500m Mt Torbreck. Through gaps in the trees, Lake Eildon is visible a very long way below.

Because of the length of the road, and in a departure from normal procedure, everyone was encouraged to let faster cars pass. This seemed to work reasonably well, and some of the faster cars further back in the queue were gradually able to move forward and enjoy the road. Everyone – well, all the drivers – were bursting with enthusiasm about how great the road is when we regrouped near Jamieson. And the nice thing is that the road is fun without the speeds being particularly high – predominantly 2nd gear (of 6 in the MINI), technical and heaps of fun.

From Jamieson, we turned north towards Mansfield-firstly along quick, winding roads then into flatter, more open country with winter-green hills and scenic views across to snow-capped Mt Buller.

The event finished with a pub lunch in Mansfield (there isn't much choice of places to for 50 people to eat in Mansfield!). The food was quite OK but the kitchen's organization went askew and service was atypically slow. But while we waited, members of both clubs mingled together and enjoyed sharing their passion for driving and their cars. A number of people followed lunch with a visit to the large, gourmet coffee parlour next door.

On my way home via Alexandra, I noticed how Mt Torbreck towers over its surroundings – a good reminder of the delightful road along its flanks.

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BMW CAR CLUB OF VICTORIA
ABN: 57 864 045 841

We have audited the attached financial report, being a special purpose financial report of BMW Car Club of Victoria for the year ended 30 June 2015. The associations Directors are responsible for the financial report and have determined that the accounting policies used and described in Note 1 to the financial statements are appropriate to meet the requirements of the Corporations Act 2001 and are appropriate to meet the needs of the members. We have conducted an independent audit of the financial report in order to express an opinion on it to the members of the association. No opinion is expressed as to whether the accounting policies used, and described in Note 1, are appropriate to the needs of the members.

The financial report has been prepared for distribution to members for the purpose of fulfilling the Directors' financial reporting requirements under the Corporations Act 2001. We disclaim any assumption of responsibility for any reliance on this audit report or on the financial report to which it relates to any person other than the members, or for any purpose other than that for which it was prepared.

Our audit has been conducted in accordance with Australian Auditing Standards. Our procedures included examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial report and the evaluation of significant accounting estimates. These procedures have been undertaken to form an opinion whether, in all material respects, the financial report is presented fairly in accordance with the accounting policies described in Note 1, so as to present a view which is consistent with our understanding of the associations financial position, and performance as represented by the results of its operations and its cash flows. These policies do not require the application of all Accounting Standards and other mandatory professional reporting requirements in Australia.

The audit opinion expressed in this report has been formed on the above basis.

Audit Opinion

In our opinion, the financial report of BMW Car Club of Victoria is in accordance with:

1. the Corporations Act 2001, including:

   (a) giving a true and fair view of the associations financial position as at 30 June 2015 and of its performance for the year ended on that date in accordance with the accounting policies described in Note 1; and

   (b) complying with Accounting Standards to the extent described in Note 1 and the Corporations Regulations; and

2. other mandatory professional reporting requirements to the extent described in Note 1

AUDITOR'S INDEPENDENCE DECLARATION

To BMW Car Club of Victoria

As lead auditor for the audit of BMW Car Club of Victoria for the year ended 30 June, 2015, I declare that, to the best of my knowledge and belief, there have been:

(i) No contraventions of the independence requirements of the Corporations Act 2001 in relation to the audit, and
(ii) No contraventions of any applicable code of professional conduct in relation to the audit.

Stephen Allen
ALKEMADE & ASSOCIATES
4th day of September 2015

10:32 AM
07/09/15
Accrual Basis

BMW Car Club of Victoria Inc.
Profit & Loss Prev Year Comparison
July 2014 through June 2015

	Jul 14 - Jun 15	Jul 13 - Jun 14
Ordinary Income/Expense		
Income		
Driver Training Income	4,520.00	13,926.70
Events Income	69,710.00	26,957.00
Interest Income	2,362.64	2,677.24
Magazine Income	20,075.00	22,245.00
Membership Fees	40,662.00	45,210.04
Merchandising Income	330.00	424.00
Miscellaneous Income	760.00	0.00
Motorsport Income	930.00	0.00
Total Income	139,349.64	111,439.98
Cost of Goods Sold		
Events Expense	60,074.52	47,378.38
Merchandising	4,173.95	0.00
Motorsport - Track & other	2,960.00	15,218.25
Total COGS	67,208.47	62,596.63
Gross Profit	72,141.17	48,843.35
Expense		
Administration & Audit		
Bookkeeping Fees	2,343.00	0.00
Tax and Audit Fees	2,722.50	2,062.50
Administration & Audit - Other	0.00	2,472.15
Total Administration & Audit	5,065.50	4,534.65
Bank Charges		
Government Duty and Tax	823.29	634.54
Bank Charges - Other	0.00	36.25
Total Bank Charges	823.29	670.79
BMW Clubs Aust Conference	2,276.00	3,783.95
Committee Expenses		
Monthly Meeting expenses	534.92	844.09
Total Committee Expenses	534.92	844.09
Donations	150.00	0.00
Driver Training Expenses		
Track Hire	20,175.00	27,936.75
Driver Training Expenses - Other	0.00	700.00
Total Driver Training Expenses	20,175.00	28,636.75
Events Expenses	0.00	1,013.55
General Expenses	604.00	775.25
Insurance	855.15	833.15
IT		
Web, Forum & Hosting Expenses	5,407.04	2,023.50
Total IT	5,407.04	2,023.50
Magazine Expenses		
Office Supplies	3,775.00	941.57
Printing	17,871.74	16,941.83
Total Magazine Expenses	21,646.74	17,883.40
Member Refund	155.00	940.00
Membership Expenses		
Annual Fees	2,389.00	0.00
Membership Expenses - Other	0.00	3,356.83
Total Membership Expenses	2,389.00	3,356.83
Photography Expenses	0.00	200.00
Postage	3,689.80	2,651.92
Stationery	0.00	83.34
Trophies	2,348.60	0.00
Total Expense	66,120.04	68,231.17
Net Ordinary Income	6,021.13	-19,387.82
Net Income	6,021.13	-19,387.82

10:27 AM
07/09/15
Accrual Basis

BMW Car Club of Victoria Inc.
Balance Sheet Prev Year Comparison
As of June 30, 2015

	Jun 30, 15	Jun 30, 14
ASSETS		
Current Assets		
Chequing/Savings		
BMWCCV Term Deposit	0.00	57,516.87
Westpac Andrew Gordon Bequest	8,045.85	7,762.52
Westpac Cheque Acc 033132 21926	19,219.98	2,182.36
Westpac Savings 033132 219398	54,122.10	10,551.05
Total Chequing/Savings	81,387.93	78,012.80
Accounts Receivable		
Accounts Receivable	1,590.00	2,790.00
Total Accounts Receivable	1,590.00	2,790.00
Other Current Assets		
Cash Advances	470.00	470.00
Merchandise Stock	1,000.00	1,000.00
Total Other Current Assets	1,470.00	1,470.00
Total Current Assets	84,447.93	82,272.80
Fixed Assets		
Motorsport Equipment		
Motor Sport Assets	8,315.00	8,315.00
Motor Sport Depreciation	-8,011.20	-8,011.20
Total Motorsport Equipment	303.80	303.80
Plant & Equipment		
P & E Assets	15,184.74	15,184.74
P & E Depreciation	-10,432.21	-10,432.21
Total Plant & Equipment	4,752.53	4,752.53
Total Fixed Assets	5,056.33	5,056.33
TOTAL ASSETS	**89,504.26**	**87,329.13**
LIABILITIES		
Current Liabilities		
Accounts Payable		
Accounts Payable	-66.00	-66.00
Total Accounts Payable	-66.00	-66.00
Other Current Liabilities		
Income Tax Instalments Payable	-4,071.00	0.00
Total Other Current Liabilities	-4,071.00	0.00
Total Current Liabilities	-4,137.00	-66.00
TOTAL LIABILITIES	**-4,137.00**	**-66.00**
NET ASSETS	**93,641.26**	**87,395.13**
EQUITY		
Member's Funds	56,826.31	56,601.31
Retained Earnings	30,793.82	50,181.64
Net Income	6,021.13	-19,387.82
TOTAL EQUITY	**93,641.26**	**87,395.13**

2015 BMWCCV Clubsport Championship

Rank	Name	Car	Class	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Total
1	Jessica Bell	BMW E30R	I	8	9	8	6	9	9	49
2	Rory Plant	BMW F20 125i	F	8	8	8	5	8	8	45
3	Jenna Patan	BMW E30 325i	I	7	8	9	6	8	8	44
4	Rod Smith	BMW E30 320i	B		8		8		8	24
5	Graeme Bell	BMW E30R	I	9		10	3			22
6	Sean Bell	BMW E30 325i	I	10			10			20
7	James Smith	BMW E30 320i	B		9				9	18
8	Paul Kertes	BMW E30 R	I				7		10	17
9	Louise Forrest	BMW E30 325i	D			8		8		16
10	Matt Walsh	BMW E36 M3	J					10		10
11	Chris Bell	BMW E30 R	I				9			9
11	Jeff Murdoch	BMW E82 135i	F		9					9
11	James Waldie	BMW E87 130i	D			9				9
11	Bruce Corrin	BMW E46 M3	H		9					9
11	Sally-Anne Hains	BMW E46 CSL	H			9				9
11	Peter Caretti	BMW M3	H						9	9
11	Ashan Perera	BMW E30 M3						9		9
18	David Murton	BMW E21 323i JPS	C	8						8
18	Stephen Gorman	BMW E30 325i	C		8					8
18	Leonard Siragusa	BMW E36 M3	H		8					8
18	Ashan Perera	BMW M3	H			8				8
18	Paul Glasser	BMW 2002	B					8		8
18	Craig Lindsell	Mini Cooper S	D					8		8
18	Steve Webb	BMW E21 323i	D						8	8
18	Justin Meminn	BMW M3	G				8			8
18	David Carver	BMW E36 M3	I					8		8
18	Dylan Best	BMW M3	I						8	8
18	Josh Hyde	BMW E30 325i	I				8			8

Round 3: Winton Motor Raceway - Imajess Photography

BMW Drivers Cup - E30 Racing

Round 2: Phillip island Grand Prix Circuit - Imajess Photography

Competitor (E30's)	Car #	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Rnd 7	Rnd 8	Dropped points	Total	Pos.
Sean Bell	*1*	22	25		25	25	22	25			144	1
Brian Bourke	*27*	22	22	22	18	20	16	18			138	2
Stan Armstrong	*12*	16	18		20	11	25	22			112	3
Geoff Bowles	*24*	18	16			16	20	20			90	4
Glenn Potter	*66*	14		18	16	15	11	15			89	5
Simon Mitchell	*99*			20	22		18	16			76	6
Glen Kenneday	*41*	15	20	25	0						60	7
Jim West	*68*	12	13	15							40	8
Huw Montgomery	*45*	13			14	13					40	8
Chris Bell	*29*	8				18	12				38	10
Rodney Potter	*88*				15			14			29	11
Matt Martin	*43*	25									25	12
Gary Pearce	*50*	11						13			24	13
Graeme Bell	*31*	9			13						22	14
Nathan Geier	*5*					22					22	14
Cruz Cody	*39*			16							16	16
Brad Rodwell							15				15	17
Andrew Adams	*48*		15								15	17
Dan Birt	*3*		14								14	19
Anita Abzatz	*19*					14					14	19
Steve Seizis							14				14	19
Dean Trajkovski							13				13	23
Gavin Stubbs	*39*					12					12	23
David Lumb	*36*	10									10	24
Donovan Mollenhagen*	*85*					10					10	24
Alan How							10				10	24
Jess Bell							10				10	24

* Audi 80 - DSA Penalties are shown in red

For Sale

2002 touring

Here is a rare opportunity to purchase one of these great models.

This model was produced in quite small numbers with fewer being produced with Right hand drive and even fewer coming to Australia.

The car has been restored, all rust removed, a complete external paint finish.

Mechanically the car is in quite good condition

The owner has receipts for restoration well in excess of $20,000 and this does not include the many expenses that are never accounted for in a restoration of this scale.

The owner is prepared to consider any offer in excess of $20,000.

The car will be sold with RWC and is currently Club registered.

I am selling this car on behalf of the owner.

Contact: Doug Reid - 0429 191 131
or at grandson@sme.com.au

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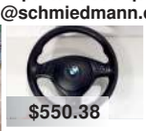
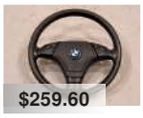
$325.52
E36 Right hand drive headlights set celis angel eyes / clear glas H7 set Hella

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



$550.38
E36 M-Tech. sport steering wheel leather inclusive airbag
Best nr. C13904



$259.60
E46 Sport steeringwheel with multifunction
Best nr. C03477

BMW E46 saloon
323I 1998 Car no.: 1633

$415.17
E34 Headlights black H1 Hella DE, (The lens can be adjusted for RHD)

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BMW E60 saloon 523I
2006 Car no.: 1521

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E39 Door sills with extra krome 4 pcs.
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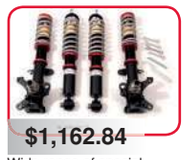
-**E90** 30/20 mm.. $201.25
-**E34** 30/20 mm.. $186.71
-**E39** 35/20 mm.. $207.28



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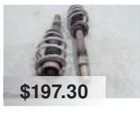
BMW E28 / **E24**

BMW E60 saloon 520I
2003 Car no.: 1620



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Keith Mullen	E30	1989
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	528i Sports Wagon	1997
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Shaun Maggott	E30 TC Baur	1985
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Shane McKenzie	325i	1987
Michael Dallmore	3.0 csi	1973
Simon Woodford &		
Sarah Szczepkowski	323i E30	1985
Hutchinson Lam	M3	1996
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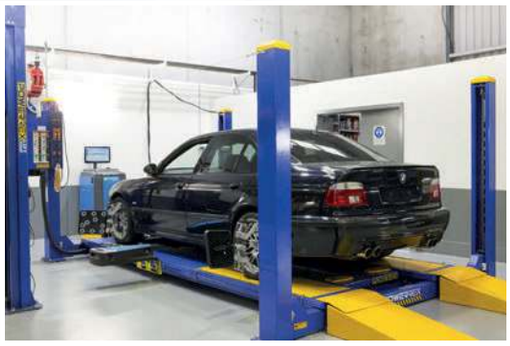

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