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2016 Issue 145



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*Terms and conditions apply. Service charges apply. Bookings are essential.

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DONCASTER BMW

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Photographed by Leigh Kelly*

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From the editor

Hello all,

I hope you are all keeping warm in this chilly weather.

AGM

Our AGM is coming up in September. Due to the 100 year celebrations in Munich, the AGM will be later in the month than normal. Please find more information about the night on page 6.

New event registration system

You might have noticed in our member emails that we now have a new online registration system. This system is fairly new to the club and we are still ironing out all the wrinkles. If you haven't logged in yet, keep an eye out for our next member email for details on how to do so.

If you have any questions regarding the new registration system please contact:

Rory Plant, webmaster@bmwccv.com.au

Magazine content

As always, I am on the lookout for more content for the magazine. If you have anything you would like to contribute to the magazine please send it through: editor@bmwccv.com.au

Merchandise

We have a range of club merchandise on our website. It includes shirts, umbrellas, hats, jackets and long-sleeve polo shirts to get you through this winter! We also have limited edition 100 Years of BMW shirts available. Check it all out at: www.bmwccv.com.au/store

BMW 100 year worldwide celebration date

BMW has chosen to celebrate it's 100 year anniversary on 20 August 2016. In association with this, BMWCCV will be getting together 100 cars and bikes for a photo on the main straight at Phillip Island. For more information on this please refer to page 7.

See you all soon.

- Jess.

Index

| | |
|--|-----------|
| What's On | 5 |
| Notice of AGM | 6 |
| INVITATION: Come and Celebrate 100 Years of BMW at Phillip Island | 7 |
| Member's Meeting: An evening with our Patron | 8 |
| ANZAC Weekend | 10 |
| BMW i8 Wins Engine of the Year Award 2016 | 12 |
| Member's Meeting: Harrop Engineering | 13 |
| RACV Classics | 14 |
| Founder's Dinner | 18 |
| INVITATION: 2017 Nationals | 20 |
| Harrop Supercharged BMW M3 E92 | 22 |
| BMW Group Australia's New Partnership with the Prostate Cancer Foundation of Australia (PCFA) | 25 |
| A lap of Winton with current E30 Racing Champion, Sean Bell | 26 |
| Zero to 100 km/h in 1.5 seconds: Formula Student Team breaks world record with an electric racing car | 28 |
| Q1 Group BMW Drivers Cup Championship Results | 29 |
| For Sale | 30 |
| New Members | 31 |
| Club Services | 32 |

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What's On

| Date | Event | Location |
|------------------|---|--------------------------------------|
| 14 August | Wild Buggy Experience | Heatherton |
| 20 August | BMW 100 YEAR ANNIVERSARY WORLDWIDE CELEBRATION | Phillip Island |
| 20 - 21 August | E30 Round 5 | Phillip Island |
| 27 August | Driver Training, Level 1 | DECA, Altona |
| 28 August | German Auto Fest | Melbourne |
| 2 - 20 September | BMWCCV Europe Trip | Europe |
| 26 September | Harrop Ultimate Street Car Invitational <i>* please refer to http://www.husci.com.au/ for further information</i> | Winton Motor Raceway |
| 26 September | AGM | Bentleigh RSL |
| 1 - 2 October | E30 Round 6 | Baskerville |
| 9 October | Driver Training, Level 2 | Winton Motor Raceway |
| 14 - 15 October | AROCA 6 Hour Relay | Winton Motor Raceway |
| 21 - 23 October | Motorclassica | Royal Exhibition Building, Melbourne |
| 29 Oct. - 1 Nov. | Weekend trip | Gippsland |
| 26 - 27 November | E30 Round 7 | Wakefield Park |

Please refer to www.bmwccv.com.au for event information and registration

** Please note that more events can be added at anytime. The calendar is not final.*

*If you would like to help in running any events, would like to run your own event or have suggestions for any events, please contact us:
events@bmwccv.com.au.*

BMW Car Club of Victoria

NOTICE OF 2016 ANNUAL GENERAL MEETING

Dear Club Member,

I am pleased to advise that the 2016 Annual General Meeting of the BMW Car Club Victoria Inc. will be held at 8pm on Monday 26th September 2016 at the Bentleigh RSL, 538 Centre Rd, Bentleigh.

The agenda for the Annual General Meeting shall be:

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

During the Annual General Meeting, an election will take place to appoint the President and Committee for the 2016-2017 year.

Only financial members as at Friday 23rd September 2016 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 2016-2017 year.

Kind Regards,

Tony Whelan,
Secretary/Public Officer.

**BMW Car Club
Victoria**



Photo Pictorial for BMW's 100th Birthday: Phillip Island Grand Prix Circuit

Saturday 20 August 2016



We're going to fill this with BMWs!

Saturday the 20th of August is the date that BMW has chosen for all clubs around the world to celebrate the 100th birthday of BMW.

All around the world BMW clubs will celebrate the anniversary on that day and send the photos to BMW for the 100th Pictorial.

Here, as the BMW E30 Racing series is competing at Phillip Island, after the races, BMWCCV is going to set up a photo shoot on the main straight of the racetrack with the E30 Race cars and all our BMWs.

We want 100 cars and 100 motorbikes in this photo.

This event is open to all BMW owners, so put it in your calendar now and bring your BMW-owning friends along too!

There is no cost for the event other than a tank of petrol to get you there and you might even get a lap of the track as well!

Refer to the website or the event emails for the details of how to be part of this world wide celebration event. **Registration is essential.**

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A night with our Patron

Written by: Lawrence Glynn

Photos: Sean Bell



After a gap of 30 years, the Richards family name is back on the side window of a race BMW 6 series in Australia, now adorning the side of an M6 GT3 in the white and triple stripe colours of BMW's M division.

As was the case in the 1980s BMW Group Australia contribute to the funding but the GT3 regulations prohibit "factory teams"; as the regulations require the M6 GT3 race car was purchased as a "turn key" complete vehicle from BMW's M and is operated by Steve Richards Motorsport (SRM).

If you fancy owning a GT3 M6 a cool \$650,000 or so will get you one ready to go, all you need to do is paint it – or wrap it to be precise.

Once you have your car there is very little you can change on it, as Steve Richards explained.

Although the GT3 regulations allow for quite a lot of change from the road car (the engine, which is actually slightly detuned from road car specs, sits a lot lower and further back than on the road

car, for example) once homologated the vast majority of the car is fixed.

Steve told us that "his" car came with a set of brake pads which were, unbeknown to the team, already obsolete. Brake pads are free but the brake discs and callipers are controlled. In fact, pretty well all the team can play with is ride height, camber and caster and wing angles, all within controlled limits.

The engine power, gearbox shift patterns, ABS and traction control operation have a range of settings which can be selected from the steering wheel and thus during the race as required. The team can choose exactly what each of those settings is within the maximum allowed value.

The tyres are a control tyre but obviously the team can change the tyre pressures.

The process of homologating – setting the highly detailed specification which is approved for racing – is costly and complex and done by the factory. It culminates in a "Balance of



Performance” process which, essentially, sees all of the competing cars driven around the Raul Richard circuit in France by a FIA (the international motor sport governing body) driver. The ride height, ballast weight (if appropriate) turbo boost pressure and air:fuel ratio (lambda value in tech speak) and a few other parameters are then adjusted to, in theory, bring each car to the same lap time.

The object being to generate close racing and prevent any one manufacturer pouring vast sums into their car to gain a competitive advantage.

Of course, no one car gets all its speed from one aspect of performance, so one car may be very quick on the straights and another very quick in the corners and thus the relative performance will vary across the many race tracks at which GT3 compete around the world.

Steve explained that the M6, being a relatively large car and thus having a large underfloor area (which is where a lot of the downforce comes from) is very fast through the higher speed corners, good under brakes but the top speed is not the highest.

In Australia there is an added complication derived from the GT3 category starting out here as a “gentleman amateur” series and slowly succumbing to the encroachment of professional drivers. Hence in the Australian series each driver is assessed and ranked, the more proficient the driver the longer the compulsory pit stops have to be. Unsurprisingly, Steve is in the very top ranking and has to endure an additional 8 seconds in each pit stop.

Because the M6 is the only completely new car on the grid there is a lot of learning going on, much of which can not be put into practice

until the next homologation round. And Steve is learning how to get the most from the car.

At the recent Phillip Island round BMW factory driver Alexander Sims took the SRM entry out in testing, setting a time a full second faster than Steve’s best. Steve told us that he could see from the data logging that this was largely achieved in two high speed corners where Sims braked at the same point and for the same duration but about half the brake pressure, taking more speed into the corner. After about 5 laps Steve was able to modify his driving to match – a very impressive performance given that Sims had been racing an M6 over 7 consecutive weekends with some testing in between.

All the parts on the car are “lifer”, so after a set number of kilometres the part must be refurbished or replaced. The engine, for example, is sent back to BMW’s M after 30,000 kms (about one oil change interval on a modern road going BMW!) and a striped and rebuilt engine is sent back in exchange.

That is one of the factors being taken into account in deciding whether to run in the Bathurst 12 hour race next February. If there is no money in the budget, it simply does not happen.

Steve Richards Motorsport (SRM) is really just Steve. The rest of the crew are contracted mechanics. As well as the M6 they prepare Steve’s Porsche Carrera Cup car plus some for other competitors. SRM are the official suppliers of spare parts in Australia for the M6 GT3 cars, of which there is now one other in the Australian championship.

The M6 GT3 is a phenomenal machine and it was a real privilege to hear from Steve Richards himself how they go about racing it.

ANZAC Weekend Cruise to Warrnambool

IN LOVING MEMORY OF JEAN WHELAN
23 - 25 April, 2016

Saturday and Sunday

Written by Jan Eastwood and Ian Round

Our small but enthusiastic group of 11 met at BP outbound, Lovely Banks for the obligatory coffee (well for most) before heading off on the Warrnambool Anzac Day Weekend Cruise, held in memory of Jean Whelan, much loved club member and mother of club Secretary Tony Whelan.



The party consisted of 5 BMW's (including three M's) and an Audi – it was great to have Jeff and Lois along.

The morning included an easy drive in fine conditions through farmland often bordered by charming old stone fences, with a few windy bits to add some fun. This led us to the lovely rural town of Camperdown where we ascended Mt Leura to take in the 360 degree views of the surrounding countryside. From the lookout, the ancient history of the area could be appreciated as we looked across to volcanoes and into ancient craters.

After a hearty lunch in Camperdown and some car swapping, we headed off towards the Great

Ocean road and town of Peterborough. There, we were kindly hosted by club member Patrick Moore and his wife, who have a holiday home there. After some afternoon tea, Patrick, who owns a very original lovely old 1968 3.0 CSI led the group to the Bluff for a photo opportunity, and then escorted us to some picturesque locations in the area. It was then that the computer in Paul's M5 indicated a gearbox fault - was it anything to do with letting the Audi driver have a spin in the M5?



From there it was on to Warrnambool to our accommodation, directly across from the Flagstaff Hill Maritime Village, for a fine dinner and a few drinks at the motel restaurant.

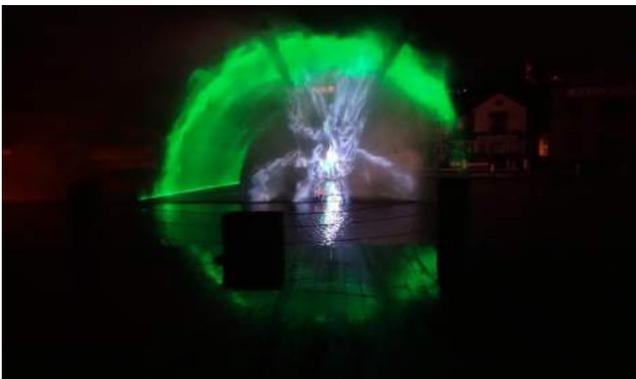
Sunday was quite relaxed, commencing with a sneak preview of the not yet open Warrnambool car museum (thank you Andrew for arranging this) located in the old Fletcher Jones site. Owner Dean Montgomery has quite a collection of vehicles, including many past V8 race cars and rally cars. The collection is due to open in December 2016. The site also includes a large antiques and collectables market, so there was something to interest everyone.





Graced by a beautiful sunny day we enjoyed a pleasant lunch at Proudfoot's Boathouse overlooking the Hopkins River. This was followed by a tour of the Flagstaff Hill Maritime Village and museum where we met one of the Maremma dogs being trained to protect the Little Penguin colony and subject of the recent film Oddball.

That evening we returned to the village for an early dinner at Pippies restaurant before 'boarding' the Loch Ard for a fabulous sound and light show. We became part the tragic night the ship went down, including water spray and jolting seats, and it gave a real sense of the dangers of the 'Shipwreck Coast' and maritime history of the area.



ANZAC Day Written by Liza Weatherall

ANZAC day started rather early with the alarm going off at 5am to get ready for the dawn service. We met in the courtyard at 5.30am and joined about 4000 people at the service. Very moving and emotional ceremony in remembrance of all those who sacrificed themselves in the protection of our country and our freedom.



We returned to our motel for a lovely coffee and breakfast before departing on the day's activities. As usual Tony had mapped out a very interesting and scenic route to our lunch destination at Timboon Railway Shed Distillery. During the drive there was quite a bit of car swapping going on with members taking the opportunity to try out Jeff's Audi RS4, Paul's ' M5 and Ian's Z4 M Roadster. I noted that Tony held tightly onto the keys of the 750 during the car swaps (I don't blame him what a lovely car)

Arriving a little early to lunch we took time out to visit the historic bridge being the eldest of it's kind built in Australia.

Returning to the distillery we had a great lunch and then a lovely tasting of the Whisky and other alcohol products made by them. I particularly loved the Limoncello and bought one home to be enjoyed in the future.

On the final leg of the journey we made a stop to see where Tony lived with his parents on the farm in his childhood. He also pointed out where he attended dances.

We all said our goodbyes on the outskirts of Geelong and made our way home. What a great weekend we had with great company, good food and fantastic weather.



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BMW i8 wins Engine of the Year Award 2016

BMW PRESS CLUB



The plug-in hybrid drive system powering the BMW i8 tops its class for the second year running in the world's leading engine competition.

Following its overall victory and two class wins in last year's International Engine of the Year Awards, the drive system powering the BMW i8 has once again triumphed in its class – the 1.4-litre to 1.8-litre displacement category – in this year's competition. The BMW Group's success in the International Engine of the Year Awards 2016 provides further evidence of the performance potential of the Efficient Dynamics technology package, which since 2007 has enabled a continuous enhancement of driving pleasure while at the same time cutting fuel consumption and emissions.

The International Engine of the Year Awards were launched in 1999, since when a total of 67 class and overall wins have gone to power units developed for BMW models. Each year an expert panel of judges, this time comprising 63 motoring journalists from 31 countries, selects the best examples in numerous categories. The prize-winners were presented with their awards on Wednesday, 1 June 2016 against the backdrop of the Engine Expo trade fair in Stuttgart.

The plug-in hybrid drive system powering the BMW i8 combines the performance of a sports car with the fuel economy of a far smaller model.

The three-cylinder combustion engine in the BMW i8 develops 170 kW/231 hp and drives the rear wheels, while the 96 kW/131 hp electric motor draws its energy from a lithium-ion battery, which can be charged from a conventional domestic power socket and sends its power to the front axle.

This bespoke plug-in hybrid system, developed and produced by the BMW Group, enables a range of up to 37 kilometres (23 miles) in the EU test cycle and a top speed of 120 km/h (75 mph) on electric power alone, coupled with a "glued-to-the-road" all-wheel driving experience headlined by powerful acceleration and a dynamically-biased distribution of power through keenly taken corners.

The higher-output of the two power sources drives the rear wheels and uses the electric boost from the hybrid system to deliver hallmark BMW driving pleasure while at the same time offering groundbreaking levels of efficiency.

The sprint from 0 to 100 km/h (62 mph) takes just 4.4 seconds, yet combined fuel consumption – as calculated in the EU test cycle for plug-in hybrid vehicles – stands at 2.1 litres per 100 kilometres (134.5 mpg imp) plus 11.9 kWh of electricity. This equates to CO₂ emissions of 49 grams per kilometre.

Member's Meeting at Harrop Engineering

6 June 2016

Written by: David Myall

June's members meeting was held at Harrop Engineering in Preston where we had a tour of the facilities followed by food and a brief meeting. Many would know Harrop Engineering from their Superchargers and brake packages. They have been providing OEM brakes to HSV for many years and of course super charger kits for E9x M3's for those that want more from their S65 V8 engine.

Harrop also provide brakes kit for E9x and E82 BMW's to provide that extra, fade resistant stopping power.

Harrop, now part of the AdRad group of companies, also provide bespoke engineering to a number of companies. They make things such as aircraft parts, sealed brake kits for Advanced Braking Technology, reproduction engine parts for Norton and other motorcycles that are no longer available. 4WD accessories are another large part of the Harrop business as well as wheels, steering & suspension, engine & driveline parts, plus being agents Akrapovic exhausts for BMW and other brands and more.

Harrop is one of many companies that is taking advantage of 3D printing. They can now send designs directly from their Computer Assisted Design (CAD) systems to a 3D printer. The results can then be used for fitment and placement to ensure everything lines up and there are the clearances required for brakes to wheels, superchargers to bonnets and radiators etc. This is a significant time and cost saving

over having to produce these prototypes in metal. During our tour of the factory we were told 3D printing of metal is now available but of course there are many components that need the strength of being made from an aluminium block. After the tour we enjoyed some good food and great company in the workshop area where there was E82 1M with a Harrop brake kit and a Supercharged E92 M3.



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RACV Classics Show and Shine

10 April 2016

Written by: Tim and Helen Elyward

April 10th, 2016, saw the RACV's Classic Showcase take place in magnificent weather, within the confines of the Flemington Racecourse Carpark.

About 900 vehicles attended this year featuring the concours d'elegance for MG's and the Mercedes Benz Car Club, the latter having an exceptional representation of some rare and unusual models including the 1896 Original Benz.

The BMWCCV had a modest turnout, by comparison, with a good selection of early to late model vehicles, including a non-member some Club Members enthusiastically encouraged to join our display and hopefully, officially our Club!

Strolling around the carpark confines in the beautiful Autumnal sunshine saw some truly incredible and often rare motoring examples, including: an exceptionally executed early model

Mercedes Benz ute, a very rare Jensen FF (apparently only 320 of these were ever made), some lovely early Alvis featuring the unusual and highly ornamental Alvis Hare Bonnet Mascot, some utterly gorgeous Austin Healys, a very jaunty Morris canopied ute and the utterly luscious 1954 Vincent Black Shadow motorbike, that most understandably won Best Motorcycle at the Show.

It is truly a most enjoyable, interesting day that showed such an incredible array of motoring enthusiasm by the amount and variety of vehicles displayed and everyone who participated must be congratulated on contributing to the success of this show.

However, the enthusiasm must be extended further to all Car Club Members to increase this success even further next year.





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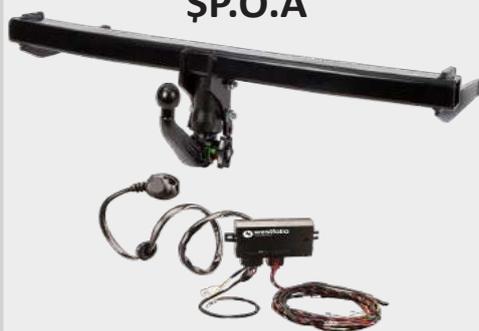
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PHOTOGRAPHED BY LEIGH KELLY



Celebrating 100 years of BMW at Founders Dinner

18 June 2016

Written by: Jo Mawson

18th June, 2016 was the night for our Annual Founder's Day Dinner and this year was just a little more special than normal, being BMWs 100th birthday year. We decided we would celebrate it as a Birthday Party/Bavarian night.

With the waiting staff dressed in Lederhosen's and Dirndl and serving tradition mulled wine, it was a great way to start the evening.

As usual everyone made that little bit of a special effort to dress up for this event and I must admit everyone looked fantastic!

Dinner was in keeping with the Bavarian theme and by the looks of all the empty plates everyone was well fed.

We were lucky to have some amazing gifts and prizes donated by BMW Doncaster and BMW Head Office and also a wonderful auction piece from Custom Cars by Naish. We also had 4 gift vouchers from JD Portrait Art.

Tony Whelan had us all up and playing a fantastic quiz game, which knocked out a few of the more enthusiastic car buffs early in the part, with some very clever questions about some of our Committee members, which left only a few running for the wonderful Ladies BMW watch, which was finally won by Jess Bell. Sean Bell won the next round, winning a lovely book of BMW coupes.

We had lots of successful raffle winners. Rhonda Abotomey won the early bird prize which was a \$900 gift voucher at JD Photo Art.

The Auction started off quickly with Stewart Garmey coming in with a nice bid, followed closely by Jenna, then being bounced about the room for a short time, going between Steve Shrimpton, Paul Weatherall and Graeme Bell, then finally Graeme was the highest bidder for the signed portrait of Steve Richards M6 GT3.

We were lucky to have some special invited guests from Ballarat BMW Car Club, BMW Head office and DECA as well.

After months of planning I was glad that it all went off as planned and I would like to thank Jess Bell for doing an amazing job of club photographer and I would suggest you all have a look on her website: www.imajess.com.au to see some of the great shots of the night.

I am hoping this night was enjoyed by all.

Most of all, I would like to thank you all for coming, as without the members participating, then these events would not happen.





BMW Clubs Australia

Nationals - 2017

Brisbane as you've never seen it! April 14 - 17, 2017

Brisbane BMW
Westside BMW



Easter 2017 will give BMW club members from across Australia, such as you, the chance to experience Brisbane as they've never seen it.

The scenic capital of the sunshine state has many secrets and surprises that will be revealed to you. Brisbane is blessed with its scenic river and hilly features, a compact city heart and excellent road network; not to mention Australia's friendliest people.

The 2017 Nationals will be based in the heart of Brisbane at vibrant Kangaroo Point, directly adjacent to the iconic Story Bridge. The variety and choice of venues offered by this central city location will guarantee you experience Brisbane as you've never seen it.

We invite club members from ALL over Australia to join us for Easter with special accommodation deals at Dockside Central Apartments, our Club sponsor. Great deals have been negotiated, so come and stay for the Easter break to enjoy all the many activities of offer.

You also have the option of flying up, in which case you will receive a VIP airport pickup from one of our club members.

Flying to the Brisbane Nationals will save you time and money and also provide an opportunity for you to either:

- hire a BMW
- freight your own car, or
- be a passenger with a local club member.

The format of the 2017 Nationals has been creatively overhauled with our core motivation to offer a greater variety of activities as well as outstanding affordability, organisation and enjoyment.

So, what's happening each day?

On Friday after registration on your arrival, participants can take a free ferry-ride to Southbank or Portside or even check out the historic Brisbane CBD on a free *Greeter's Tour*, while their car is washed by one of our sponsor detailers.

Friday evening brings the *Welcome to Brisbane Dinner* – Our venue is quintessentially Queensland; it's open, it's casual, it's scenic, it's next to the river and it's just \$50 per person! After dinner, an evening scenic stroll across the Story Bridge, surrounded by the lights of beautiful Brisbane, is just metres away.

Saturday morning will have us driving 500 metres up the road in a cavalcade to Captain Burke Park under the Story Bridge for the *Show of Excellence*. Traditionally an all-day event, we will finish early presenting the choice of a variety of new two hour Saturday afternoon events:

- *Three Peaks of Brisbane Sightseeing Drive* - A chance to view our city from three elevated points, marvel at our diverse architecture and the proximity and beauty of Brisbane's geographical features - a camera is essential!
- *Mountain Run to Mt Glorious and Mt Nebo* - fill your tank for a twisting drive on one of our iconic hinterland roads, just minutes from the city centre. We will stop en-route for photos - again, a camera is essential!
- *Story Bridge Climb* – Yes, you can climb our bridge and yes, the views and experience are breathtaking. The entry is just 250m from Dockside and we have negotiated a very special BMW Club price of just \$85!



On Saturday night we present the *Mississippi Gambler Dinner* – an opportunity to dress-up and board the iconic Kookaburra Queen for a themed dinner, enjoying the company of your fellow BMW friends over a fabulous meal. You will marvel as the lights of Brisbane reveal themselves when we travel east and west along the river. For just \$70 per person, you can come along and experience a night you will never forget!

Sunday morning brings an early morning cycle tour for those who are so inclined, followed by the traditional motorsport event: a *Supersprint Track Day* at the iconic Lakeside, including a unique demonstration event.



For the non-motorsport participants, we have an alternative, the *Cryptic Cruise*. This is a chance to get your thinking caps on and experience the secrets of South East Queensland. Interesting, low-traffic roads, stunning scenery and lots of fun are guaranteed. Another chance to experience Brisbane as you've never seen it!

On Sunday evening join our presenting partner, Brisbane BMW at their superb Fortitude Valley showroom for a glittering evening celebrating all that is special about BMW Clubs Australia. Dress your best and enjoy a sit down din-

**Brisbane BMW
Westside BMW**



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ner, entertainment, a showcase of the latest BMW models and of course, the anticipation of our Club Awards. We will be joined by senior members of both the Brisbane BMW Group and BMW Australia. The Brisbane BMW showroom is a short five minute taxi ride from Dockside or a 25 minute walk. A free shuttle bus will depart Dockside at 6.30pm. This event will truly be one of the highlights of the 2017 Nationals and is not to be missed. At just \$75 per person, be prepared to be very surprised!



Monday is the final day of the Nationals, but the action doesn't let up. Those wishing to embark early on their journey home can join one of three escorted border runs: Border Run EAST, Border Run CENTRAL or Border Run WEST. Those wanting to stay longer can enjoy *Lunch-n-Laps* at Queensland Raceway, where for just \$30 they can partake in a satisfying lunch at the Cafe, followed by an hour of track time - with no helmet required.

There will also be a casual 'no booking' *Stayers' Dinner* at the Story Bridge Hotel on the Monday evening.

Those flying home will receive a free VIP drop-off at the airport as our thank-you for attending the 2017 Nationals.

We hope that all members of BMW Car Clubs across Australia join us at Easter 2017. We guarantee that whatever events you attend, by Monday, you WILL definitely have experienced Brisbane as you've never seen it!

For more information and booking details, check out our new dedicated Nationals website at www.bmwcanationals.com.au or scan the QR code at right.



Harrop Supercharged BMW M3 E92

Our BMW E92 M3 has been a member of the Harrop fast fleet for over 5 years and has played an important role supporting our development efforts to engineer more performance from this brilliant chassis.

This love story started off during the design and development phase of the Harrop TVS1740 Supercharger Kit, where our M3 was pivotal in testing and validation stages of product development. Engineering and manufactured proudly in Melbourne and exported globally, the kit is always praised for its superior vehicle integration and approach to total performance, supporting our philosophy of OE quality for the Aftermarket enthusiast.



While the factory S65 V8 is a brilliant production engine it inherently lacks low down torque and the outright power of some its category competitors and this was the basis for Harrop to develop a

system that achieves the gains in both torque and power to unleash the potential of the high revving V8.

The new level of world class innovation has been achieved by the Harrop Engineering Team through the development of a world first positive displacement supercharger kit for the S65 that features unique bypass actuation control, high efficiency intercooler system technology and OE appearance and operation retaining the factory airbox systems.

To properly enhance the Harrop M3 we complimented our TVS1740 Supercharger Kit with fitment of an Akrapovic Evolution Titanium Exhaust, Harrop Ultimate Brake Kit, Forgeline GA3R Forged Wheels, KW Clubsport 3-way Coilovers and BMW M3 GTS Aero Kit.

Overall this package demonstrates the engineering excellence of how a very good platform from the M factory division can be turned into something brilliant, with tremendous gains in power, braking performance and handling. Being locally developed, manufactured and supported the package also represents great value, ensuring enthusiasts don't waste time and money on modification's that yield little return.

If you own one of these amazing M cars and are looking for something more, contact our team at Harrop Performance Centre on performancecentre@harrop.com.au and let us tailor a package perfect for you.



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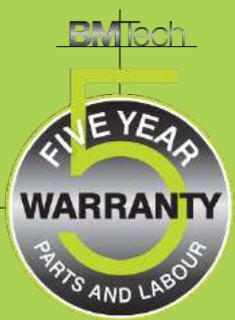


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BMW Group Australia drives awareness for prostate cancer through new partnership with Prostate Cancer Foundation of Australia (PCFA).

As the automotive partner, BMW Group Australia's commitment to PCFA extends the Group's support of prostate cancer, building on MINIs existing relationship with Movember.

Together with PCFA, BMW Group Australia aims to increase awareness and support of prostate cancer and, importantly, raise critical funds for the cause. This will be achieved through national events, digital marketing campaigns and retail activations in all BMW, MINI and Motorrad dealerships.

Prostate cancer is the most common cause of cancer in men, affecting one in five men by the age of 85. A little known fact is that more men die of prostate cancer than women die of breast cancer. The aim of the partnership is to build the foundation of a national campaign that aims to propel the understanding and significance of prostate cancer in Australia to the benchmark achieved by breast cancer.

BMW Group Australia Chief Executive Officer, Marc Werner, is pleased to announce this partnership and to work alongside PCFA to promote prostate cancer across the broad BMW Group network in Australia.

"BMW Group Australia is delighted to partner with the Prostate Cancer Foundation of Australia. Our Group has a strong retail, digital and customer base in Australia – and a following that directly aligns to PCFA's audience," said Werner.

"This partnership reinforces BMW Group Australia's commitment to the community

while providing a genuine vehicle to generate awareness for prostate cancer," he said.

The peak national body for prostate cancer in Australia, PCFA is dedicated to reducing the impact of prostate cancer on Australian men, their partners, and their families, while recognising and supporting the diversity of the Australian community.

Associate Professor Anthony Lowe, Chief Executive Officer of PCFA, looks forward to a collaborative relationship with BMW Group Australia.

"The BMW Group Australia network will provide an incredible platform to drive community awareness and support of prostate cancer," said Dr Lowe.

"The sad fact is that with 200,000 Australian men currently affected by prostate cancer, this is an issue impacting the entire community - including BMW Group Australia's people and customers. We commend and thank BMW Group Australia for their important pledge to raise the prominence of this major men's health issue in partnership with PCFA," he said.

BMW Group Australia's support was initiated earlier this year when the PCFA logo adorned the BMW Team SRM's M6 GT3 competing in the 2016 Australian GT Championship and the ten BMW and MINI vehicles that took part in the world's largest tarmac rally, Targa Tasmania, in April.

BMW Group Australia looks forward to continuing to work with PCFA in 2016 across a range of events and campaigns.

BMW PRESS CLUB

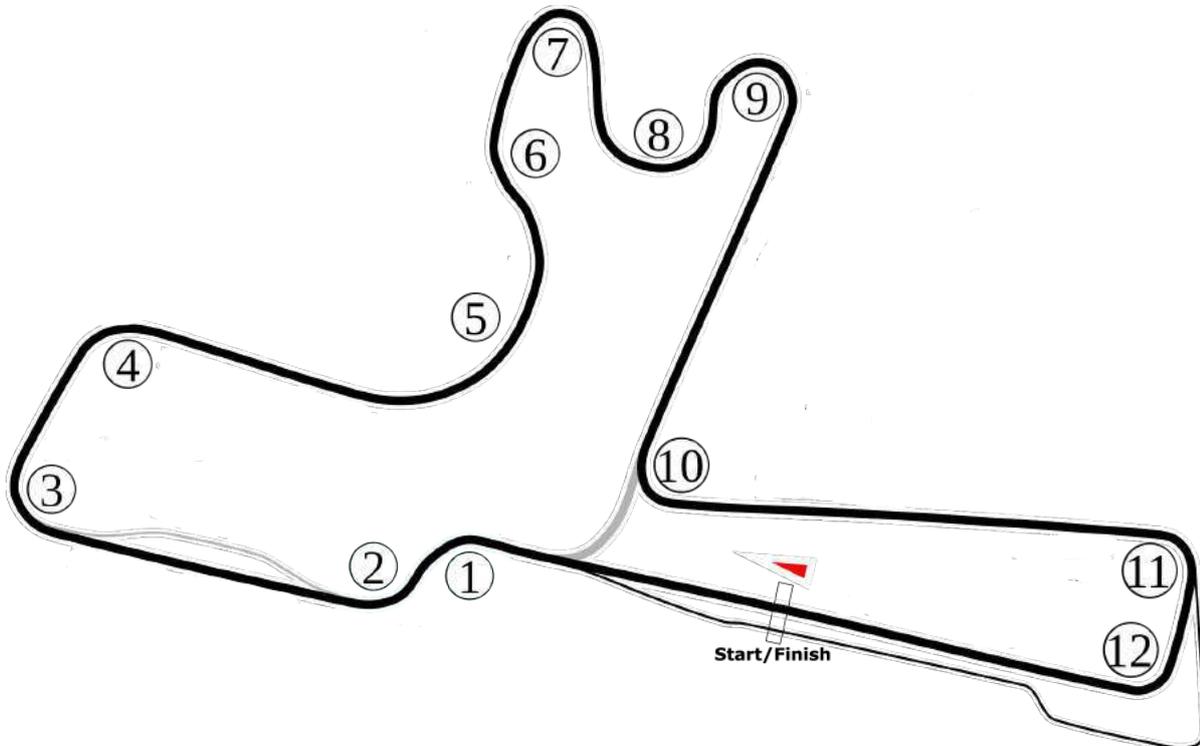
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A lap of Winton with current E30 Racing Champion, Sean Bell

Written by: Sean Bell



Winton Motor Raceway holds a very special place for me and is one of my favourite tracks on the calendar as the technical design is perfectly suited to our E30 Race Cars. I spend most of my childhood driving around the track at BMWCCV events well before I could get my learners to drive on the roads and it very much cemented my desire to follow in my father Graeme's footsteps and get into E30 Racing myself. Over the years it has also been the location of some of my most memorable moments in E30 Racing including my first race and round win 2013, a perfect weekend in 2014 where after a huge crash at the previous round at Sandown and a rush to get the car ready again I qualified on pole, took 4 out of 4 race win and set a lap record of 1.38.17 and in 2015 winning the inaugural Pro-Am even with my long-time friend, Anton Bergman.

With double the racing and the added excitement of a top ten shootout, the 2016 E30 Racing Pro-Am Endurance Cup promises to be another special moment in the history of E30 Racing at Winton.

Turn 1 & 2 – The Esses

Hard on the brakes just past the 100m mark, changing down from fourth to third gear. Late apex through turn 1 allowing you to be at 100%

throttle out of turn 2 which should mean you hit fourth gear right on the exit. It is imperative to get your line right through these two corners or you will sacrifice speed coming into turn 3, leaving you vulnerable to be overtaken. A good passing opportunity on the inside of turn 1 but you need to make sure you cover on the exit of turn 2 so you don't give the position back.

Turn 3 & 4 – 'Honda' and 'Nissan' Corner

Turn 3 is my favourite passing opportunity. A good run out of the Esses will allow you to get up the inside of a slower car in front coming into Honda. Hard on the brakes, change down to third and make sure you use the whole track on the exit. Light braking into turn 4 is required to just settle the car before the turn in making sure you hit the inside apex so not to run wide and over the ripple strip on the exit of turn 4. Full acceleration out of turn 4 and change into fourth gear before the sweeper.

Turn 5 & 6 – The 'Sweeper' and 'Roll Over' Corner

In perfect conditions you can go flat into the sweeper in fourth gear, backing off only slightly to modulate the throttle and hold on tight. Going in too tight to this corner or too wide will only end up in a slower exit or possibly even some time

spend off the track. Allow the car to flow through the corner and drift out wide for the turn in for the left right section of turn 6, you need to get the car through here with as much speed and as straight as possible to leave in you a good position for turn 7.

Turn 7, 8 & 9 – ‘Penrite’, ‘Gumtree’ and ‘Kitome’ Corner

A good exit from turn 6 will position you on the outside of the entry to turn 7 with some pace. Hard on the brakes and change back down to third gear making sure you keep the car as settled as possible. Make sure you get all your braking done before the late turn in point otherwise it will completely ruin your exit. Another good possible passing opportunity if you can get the run out of turn 6 but you need to be sure to get the car all the way up the inside as the radius of the corner can catch people out. You need to carry as much speed as you can around Gumtree, staying about mid track and slowly bring the car around to the late apex that sets you up for the entry for turn 9. Again on the brakes holding third gear, you need to make sure you hit you line on the entry and exit of Penrite otherwise you speed down the straight will be compromised.

Turn 10 – ‘Northern BM’ Corner

A very deceptive corner due to its 110 degree design. Another good passing opportunity if you

have a good exit out of turn 9 but you need to be committed and get the car right up the inside so not to make contact because of the shape of the corner. Brake as late as possible coming down the straight and change back from fourth to third gear. Stay wide with a late apex that allows you to get on the power as soon as possible for the best drive and exit speed. You can run the car right out to the ripple strip but make sure you don't drop a wheel off into the dirt as it can cause the car to spin around.

Turn 11 & 12

You are hard on the brakes from about the 150m mark or where there used to be a slight bump in the road. Turn 11 is another possible overtaking spot if you can carry more speed out of turn 10 and down the straight. Turn 12 can also be a bit of an opportunists chance to overtake if you can get yourself in the right spot. Into turn 11, change back down to third gear and get the car turned in without any understeer. You can get on the power early and allow the car to drift out wide on the exit which will set you up for the final corner at turn 12. Settle the car down with a dab of the brakes into 12 so that you can turn into the apex and get to full throttle as soon as possible. Change up to fourth gear and accelerate down the main straight to over 170km/h to complete another lap of Winton Motor Raceway.

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Zero to 100 km/h in 1.5 seconds: Formula Student Team breaks world record with an electric racing car

BMW PRESS CLUB



From 0 to 100 km/h in 1.513 seconds: The student team from the ETH Zurich, which is supported by the BMW Group, has successfully broken the previous acceleration record for electric cars. Students of the ETH Zurich and Lucerne University developed the car and set the record during the preparatory phase of the Formula Student.

The car reached a speed of 100 km/h within a distance of less than 30 metres on a military airbase near Zurich, breaking the world record of 1.779 seconds. Thanks to the use of carbon fibre materials, the car weights a mere 168 kilograms and features four self-developed wheel hub motors transferring 200 hp of power to the tarmac via four-wheel drive technology.

Thus, the team is ideally prepared for the forthcoming Formula Student Germany taking place on the Hockenheimring from 8 to 14 August 2016. For seven days, 115 teams from more than 25 nations will be competing against each other in their racing cars following a long period of development. In addition to bolides with combustion engines, 40 racing cars featuring an electric drive system will also be fighting for victory, which cannot be achieved by speed alone. Design, cost budgeting and the business model must also convince the jury of experts from industry and commerce.

Last year, the AMZ Racing Team from the ETH

Zurich, which is supported by the BMW Group, was awarded second place in the overall ranking, making it one of the potential candidates for the podium this year, too.

Since the founding of the Formula Student in 2006, the BMW Group has been one of the main sponsors of the competition. Since 2010, the company has also supported young engineers as a team sponsor and will again put three teams from the Formula Student Electric (FSE) on the starting grid this year - munichMotorsport (Munich University), elbflorace (TU Dresden) and AMZ Racing (ETH Zurich).

In the process, the teams receive not only financial support, but also advice from BMW engineers and access to manufacturing technologies. For instance, on 28 July 2016, the BMW Group meets Formula Student Event will take place during the BMW Driving Experience in Maisach.

In the course of this event, the teams have the opportunity to tune their cars down to the smallest detail and exchange ideas with their BMW Group mentors. They get final tips and tricks during driver training from proficient BMW Driving Experience instructors.

Moreover, the teams supported by the BMW Group receive comprehensive support in building and designing their self-developed racing cars. Employees acting as mentors are available to the students during the entire period.

“In the Formula Student, students are able to apply knowledge gained from their studies to everyday practice in a unique way,” says Oliver Ferschke, head of BMW Group Human Resources Marketing. “In the process, social and key competences as well as practical know-how and business expertise are acquired and deepened. As a result, we are able to help young engineers attain important qualifications and enjoy themselves doing it.”

Q1 Group BMW Drivers Cup - E30 Racing

| Competitor | Car # | Rnd 1 | Rnd 2 | Rnd 3 | Rnd 4 | Rnd 5 | Rnd 6 | Rnd 7 | Dropped rounds | Total | Pos. |
|------------------|-------|-------|-------|-------|-------|-------|-------|-------|----------------|-------|------|
| Geoff Bowles | 24 | 25 | 22 | 25 | | | | | | 72 | |
| Sean Bell | 1 | 20 | 25 | 22 | | | | | | 67 | |
| Glenn Potter | 66 | 20 | 18 | 18 | | | | | | 56 | |
| Brian Bourke | 27 | 16 | 20 | 20 | | | | | | 56 | |
| Andrew Larkin | 95 | 15 | | 14 | | | | | | 29 | |
| Rodney Potter | 88 | 13 | 16 | | | | | | | 29 | |
| Chris Bell | 29 | 22 | | | | | | | | 22 | |
| George Clarke | 33 | | | 18 | | | | | | 18 | |
| Wayne Dekker* | 2 | | | 18 | | | | | | 18 | |
| Jess Bell | 30 | 14 | | | | | | | | 14 | |
| Mark Gorgovski | 87 | 12 | | | | | | | | 12 | |
| Michael Whitford | 62 | 11 | | | | | | | | 11 | |
| Jim West | 68 | 10 | | | | | | | | 10 | |

* Audi 80



Photo by Imajess Photography

Pelican Parts Constructors Championship

| Team | Rnd 1 | Rnd 2 | Rnd 3 | Rnd 4 | Rnd 5 | Rnd 6 | Rnd 7 | Total | Pos. |
|--------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| Bell Motorsport | 26 | 14 | 12 | | | | | 52 | 1 |
| Northern BM | 24 | 12 | 13 | | | | | 49 | 2 |
| Madecon Race Engineering | 19 | 7 | 6 | | | | | 32 | 3 |
| Privateers | 5 | 10 | 15 | | | | | 30 | 4 |

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|----------------------------|------------------|------|
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| Peter Chaly | | |
| & Ann McMullen | X5 F15 | 2016 |
| Kassy Hill | 320 | 1978 |
| Roger & Maria Townsend | 318i exec. E46 | 2004 |
| Matt Oram | E32 735 | |
| Frank Welsch | 525i Z3 | |
| Wally Bray | E31 850i | 1992 |
| | E36 Sig. Edition | 1995 |
| | X5 | 2003 |
| Dean Novello | X3 | 2005 |
| Ali Bayburt | 323 | 1982 |
| Peter Davis & Jean Funnell | 323i E92 | 2006 |
| Tom Gutawski | 3.0cs | |
| Geoff Graham | M Roadster | 1998 |
| | M535 | 1986 |
| | 428i | 2015 |
| Adam & Russell Bayly | E36 318is | 1999 |
| Tony Ng & Tien Ly | E46 M3 | |
| | X5M Sport | |
| | 530M Sport | |
| Jean-Dominique Abraham | 220i Conv. | |
| Arran Potter | E90 M3 | |
| Tony Nido | 330i | |
| Simon Shiff | E30 318is | 1990 |
| | 2002 | 1974 |
| Nicholas Telehus | E46 318i | 1999 |
| Graeme Rogers | E24 635csi | |
| Cameron Dawes | E36 323i | 1996 |
| | E21 323i | 1980 |
| Steven & Michelle Neisner | E46 M3 | 2002 |
| Ivan Deveson | 735il E32 | 1990 |
| Halil Halil | 535i | 1991 |
| Ben Greening | 540i | 1993 |
| | 540i | 1993 |
| Sammy & Heidi Isreb | E92 M3 | 2013 |
| Michael Gyton | E30 318is | 1991 |
| Miguel Passanise | | |
| & Gaik Suan | 323 Sedan | |



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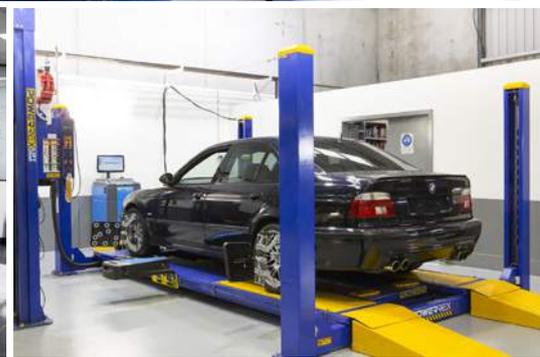
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