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2016 Issue 146



BMW club

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Z3M Roadster & Coupe
Bundoora BMW
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Lawrence Glynn

From the President

Our club recently held our Annual General Meeting and I am pleased to have been re-elected as president for the forthcoming year and together with a very supportive committee, I'm sure the club will continue to grow & develop.

The past year has been an extremely successful year for BMWCCV.

We have had a very full program and some fantastic events over the last year, and in particular during 2016, being the 100th birthday of BMW.

Some signature events have been the Echuca Escape Melbourne Cup Weekend; the Christmas Dinner Cruise on the Lady Cutler; the Phillip Island Historics in March, where we won the trophy for best car club display; and more recently the 100 year photo shoot at Phillip Island in conjunction with E30 Racing and BMW Motorcycle Club Victoria. There were over 100 BMW cars & 70 Motorcycles assembled together for this fantastic event.

Several members also recently participated in a tour to Munich to attend the 100 year celebrations at BMW – a once in a lifetime opportunity!

In addition, our club has continued to offer a wide variety of successful events and programs throughout the year, including cruise days, driver training, motorsport, show and shine days and our regular members meetings. I would like to expand on this even further, so that there is something that will appeal to all club members.

I encourage all members to get involved in whatever area that may interest you. The committee is always looking for new ideas. If you have something in mind or would like to get

involved, please give us a call.

There are many reasons for our continued success including our hard-working committee, most of whom have now been re-elected and I'm sure will continue their good work!

We have a very dedicated team that puts countless hours into running the club and making it what it has become. I take this opportunity to thank them for their tireless efforts throughout the past year.

Also vital are the numerous club volunteers. I thank those of you that are always ready and willing to get involved and assist where needed.

I especially would like to thank both Scott Muir and Rory Plant for their valuable contribution during their time on the committee and who have now stepped down from their respective roles.

We welcome also new committee members, Jeff Murdoch into his new role as Vice President and Lawrence Glynn as a general committee member with a special interest in club car displays and the show and shine events. I look forward to working with you both.

We do still have a vacancy for the role of IT / Webmaster and I urge any club member who has an interest and/or skills in this area and would consider joining the committee, to give me a call to discuss further.

I appreciate & thank everyone for their support during the last year and look forward to continuing in the role as president of BMWCCV for 2016/2017.

Rodney Smith

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What's On

Date	Event	Location
2016		
21 - 23 October	Motorclassica	Royal Exhibition Building, Melbourne
29 Oct. - 1 Nov.	Cup Weekend Trip	Gippsland
4 - 6 November	Sandown Historics	Sandown Raceway
7 November	Member's Meeting	Makulu Storage
19 November	Sprint/Driver Training	Sandown Raceway
26 - 27 November	E30 Round 7	Wakefield Park
2017		
19 February	AOMC Car Display	TBA
26 February	Car Display	Federation Square
14 - 17 April	BMW Club Nationals	Brisbane, Queensland

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

** Please note that events can be added/amended 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.

Winton Driver Training

16 July 2016

Written by: Jan Eastwood

Life is about experiences. Trying something new, visiting new places and pushing the boundaries. For me, this all came together on a beautiful winters day in Winton, Victoria. I had the opportunity to punt a gorgeous little BMW Z4M convertible (roof down of course) around the famous Winton raceway, with experienced trainers at my side. What fun! Though I'm sure I was the slowest driver on the track, to me, accelerating towards those orange cones, braking hard, and heading for the next corner, was a real adrenalin rush. My final circuit, as a passenger with a 'real' driver, showed me how it should be done. I think I swore a few times (completely out of character) but I was left with a big smile on my face!

Thank you to the hard working club members who make these weekends come together. You do a great job, and I encourage any budding Penelope Pitstops to have ago and get behind the wheel.

Safe driving and eyes forward.



Wild Buggy Members Meeting

14 August 2016

Written by: Jo Mawson

August 14 turned out to be an amazing sunny day for our August members meeting.

With 32 members registered and some just coming to watch it was looking like a fun day was going to be had by all.

The first group went out and it didn't look like they were going fast but after a few laps I could see plenty of smiles and laughter, so it was definitely enjoyable. Plenty of mud and dust on the track and even a few of our members were hitting the tyre walls with a little too much enthusiasm.

I had chosen not to drive but was convinced by one of the owners to have a go with him and I am really glad I did, as it is definitely a lot of fun and getting air over some of the jumps really was a highlight.

If you are ever in the area or have a party to organise this is definitely a fun place and they really cater for groups well.

Thanks again to all who came and to the friendly staff at Wild Buggy Heatherton.



BMW Driving Experience - Phillip Island

Written by: Graham Perrett

At our Christmas in July celebration, I was pleased to have my ticket drawn as winner of the BMW Hawthorn Adrenaline Drive Day at Phillip Island. Who wouldn't be excited at the prospect of driving around the famous circuit at fast speeds in the latest models supplied by BMW?

There are various levels of driving experiences at Phillip Island. All are designed by BMW to show what you are capable of and assist you in acquiring essential skills to enhance your driving technique. The session I attended was in the afternoon after a pleasant lunch.

All participants were required to attend a safety briefing before dividing into two small groups. Then it was out onto the wet slalom circuit. Each of us accompanied the instructor in an M3 as he navigated the course at high speed with incredible ease. We were then called on to attempt the same in an M125i Hatch over six timed runs. It was very competitive amongst our group. Cones fell, some didn't brake in time

and others shone as they displayed their driving skills. It was great fun!

Next we donned our driving helmets for the laps on the main race track. We each stepped into an M235i Coupe and proceeded to do two laps following an instructor. Reaching speeds up to 200k kph was an exhilarating experience which we then repeated in an M4 Coupe. Driving super BMW's at speed around an iconic race track – it doesn't get much better than that!

The grand finale entailed hot laps driven by instructors travelling up to 260 kph around the circuit. Speed, slides and braking were some of the sensations experienced by their passengers as the professionals ensured those on board received the thrill ride of their lives.

It all added up to a most enjoyable day. Thanks to BMW Club for the prize. Also, a big thank you to Hawthorn and South Yarra BMW for their generosity and hospitality on a day I will remember.



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Cars, Cars and more Cars!

Written by P.J Davies

I have only been a member of the BMWCCV for a short time and have enjoyed the few outings I've been on.

As far back as I can remember I have always been passionately interested in motor vehicles and it has taken me quite a few years to be able to afford a car such as my E92 335.

The people I have met in the club have a similar interest and love of the BMW product.

Just recently on a visit home to the Central Coast in NSW, to catch up with family and friends, I visited the new Gosford Classic Car Museum.

The Gosford Classic Car Museum is situated in an old Bunnings building at West Gosford, where over 400 vehicles are on display.

All the vehicles are all for sale, if the price is right and it may well be the largest private collection in the southern hemisphere.

This would make a great trip for a long weekend, with the BMWCCV and Mini Club, sometime in the future.



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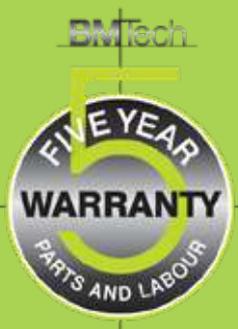


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100 Year BMW Clubs Celebration

20 August 2016
Written by: Rod Smith

The BMW Car Club Victoria and E30 Racing combined with BMW Motorcycle Club Victoria to meet at Phillip Island Grand Prix Circuit on 20 August 2016 as a joint celebration for the chosen celebration date for the 100 year anniversary of BMW.

At completion of the last race of E30 Racing, all cars & bikes assembled on the main straight of the Phillip Island Grand Prix circuit for a combined photo shoot.

With a magnificent collection of around 110 cars and 70 motorcycles, both old & new, all lined up in formation, the E30 Race cars at front, four lines of BMW cars and the BMW motorcycles in the centre lane, this made for an impressive sight!

Luckily the often changeable weather at the Island held off long enough to provide opportunity in between the rain showers with just enough sunshine, for a successful and memorable photo.

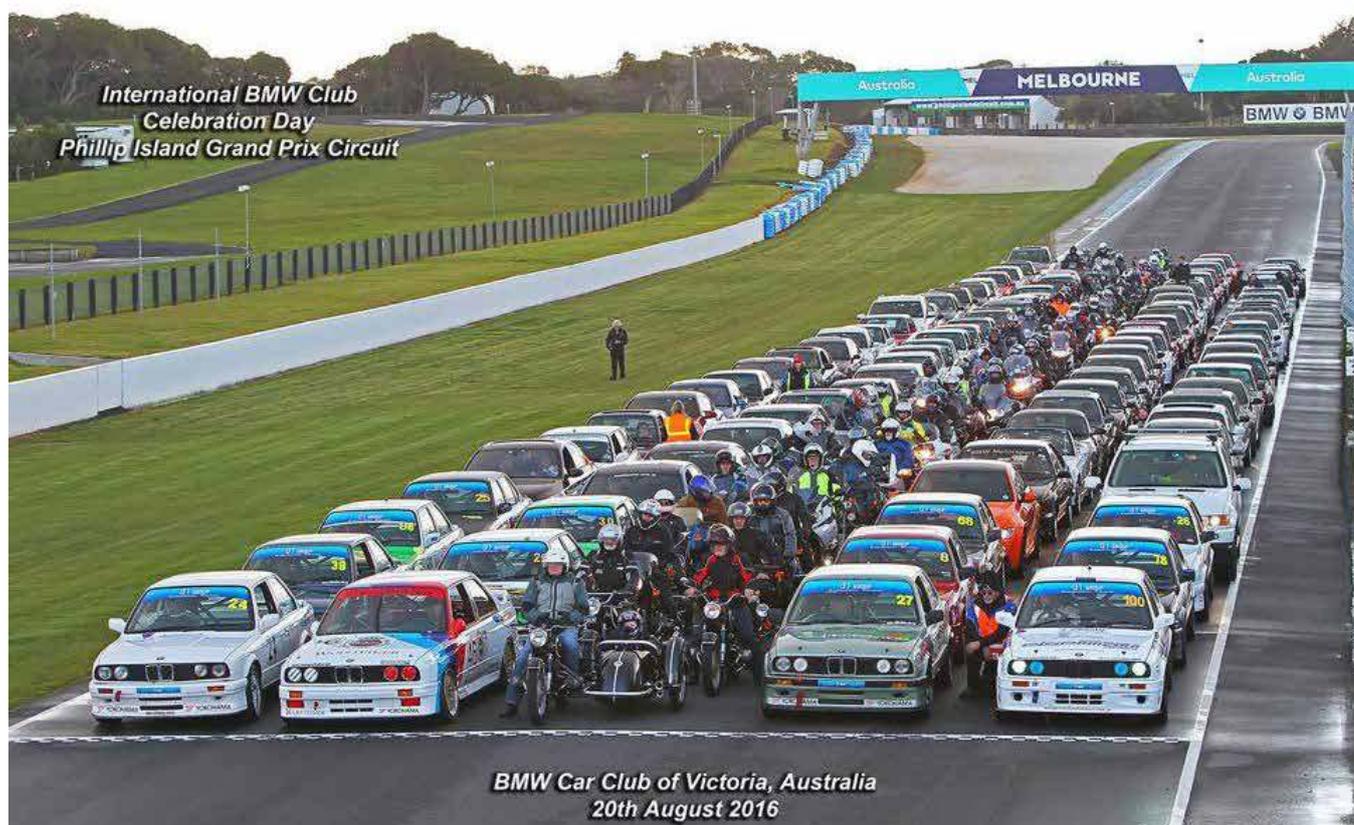
Prior to arriving at the circuit, we organised drives from several meet points, whilst the Motorcycle Club started from their regular Saturday morning coffee meeting at Albert Park, arriving in time to admire all the BMW's prior to entering and completing a lap of the circuit and lining up on the grid!

This was a huge event to organise with a few anxious moments beforehand, however on the day all went quite smoothly!

My sincere thanks go to all who assisted in any way to make this special day a resounding success!

Special thanks for the support of PIARC, CAMS, E30 Racing, John Eacott and his team from BMWCCV of course the BMWCCV team.

A successful and enjoyable day all round!



DECA Driver Training and Motorkhana

27 August 2016

Written by: Walter Buehler



On only recently joining the club, and taking part at Heatherton's fun Buggy Day, I then took part in the August DECA Driver Training and Motorkhana at Shepparton.

I was asked to write a few words on my experience, but struggle to find many others apart from fun, fun, and some more fun.

Accompanying a warm welcome and some worthy advice from our Chiefs Rod Smith, Scott Muir, Graeme Bell and Jo Mawson, a successful and fun filled day was guaranteed.

Sighting the layout of the cones and the hand drawn course maps, while trying to work out and memorise the navigations, was admittedly stressful.

Not wanting to stuff it up, I thought I'd take it easy on the first run to gain some practice.

This made sense in theory, but adrenalin of course plants the pedal to the metal. Therefore guaranteeing FUN, whatever the end result.

Lucky it wasn't for sheep stations!

Whatever the outcome, and egos aside, every course was; have I mentioned? FUN!!!

Thank you Team for the experience!

Can't wait to do it all again!!!

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Christmas in July

9 July 2016

Written by: Janice & Graham Perrett



The meeting point for the trip was McDonalds, Caldermeade. We arrived after travelling through incredibly dense fog. We were not going to admit we had initially missed the service station with distinctive golden arches because of poor visibility, but felt better when others disclosed the same. The coffee and company inside were warmer than the outside temperature and set the tone for a great day.

General Mawson assembled the troops in the car park and outlined the strategic plan for the day. As usual, everything had been organised down to the smallest detail. However, being aware of mobile black spots and no doubt assessing the capabilities of some of us, Jo finished by saying "if you do get lost just head to the RACV Resort for lunch".

58 Members of the BMW and Mini Clubs headed off on the planned cruise. It was a shame the heavy fog obscured the Scenic route. We travelled through Nyora, Poowong, Ellinbarik and Yarragon then on to the Trafalgar Holden Museum.

A local Holden enthusiast bought the old Trafalgar butter factory to store and display his extensive collection of vehicles. Row after row of Holdens interspersed with an occasional Pontiac or Oldsmobile were on show. Of interest to the ladies (and maybe some of the men) was a re-created 1940-50's kitchen showing General Motors Holden also made fridges, ovens, washing machines and dishwashers.

After another coffee we drove to the nearby lookout where the fog was beginning to lift. As we proceeded the July day evolved into a cracker (appropriate for the occasion). This added to our enjoyment as we travelled through picturesque scenery on our route to Mirboo North, Meeniyar and finally Inverloch.

Although the convoy split into smaller groups and following the car in front was not always the best option, we all managed to arrive at approximately the same time. The RACV Resort is beautiful with stunning views of the Bass coast.

The delicious lunch of roast turkey, pork, plum pudding and ice cream contributed to the Christmas atmosphere and everyone seemed to enjoy themselves. Gifts were given to the children, raffle prizes were distributed and we were all asked to participate in Tony's quiz. We were instructed to indicate true or false answers by touching heads or behinds (preferably our own). Many of us were eliminated early but a winner finally emerged after a close contest.

We wound up the day over drinks as we farewelled each other until next time. Some were staying at the resort for the night, but most headed home after a great celebration of Christmas in July. We must thank Jo and the committee members for organising such a successful cruise.

This event was a first for some new members. It is hoped they felt welcome and will be encouraged to come along to many of the social events planned for the future.



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One Of One For Australia: The BMW Individual 750Li THE NEXT 100 YEARS

BMW PRESS CLUB



First unveiled at a sophisticated launch event at BMW Group Classic in Munich, the BMW Individual 7 Series THE NEXT 100 YEARS vehicles represent the pinnacle of BMW's product offering in its centenary year.

Only 100 7 Series vehicles will be given THE NEXT 100 YEARS special edition treatment, and BMW Group Australia is proud to announce it has secured a BMW Individual 750Li version for a discerning Australian customer.

Standard equipment stand-outs

As one would expect, the BMW Individual 750Li THE NEXT 100 YEARS realises a significant uplift in standard specification over the already-impressive BMW 750Li.

This includes:

- Bowers and Wilkins 16-speaker surround sound system, 1400W power with fully active 10-channel amplifier and stainless steel finishers
- Ceramic interior control surrounds
- Executive Lounge Package with fully-electric outboard comfort seats, full-length central console, seat heating and ventilation, massage function

- BMW Individual rear Cool Box
- M Sport Brakes

Extensive BMW Individual selections for ultra-premium ambience

The BMW Individual 750Li THE NEXT 100 YEARS embodies its Individual door sill finishers by offering a wide selection from the BMW Individual range.

BMW Individual content commences with the Centennial Blue metallic exterior paint finish, a new paint that is exclusively limited to the 7 Series centenary variants.

Individual forged light alloy wheels of 20 inches diameter are finished in bi-colour silver/ferric grey further enhance the exclusive exterior appearance, and the b-pillar is adorned with a 'THE NEXT 100 YEARS' signet to add further differentiation.

Enter the cabin via the soft-touch doors and you are greeted with BMW Individual full-leather Merino upholstery finished in Smoke White. An Alcantara roof lining, also in Smoke White, contrasts with Piano Black interior trims, while the '1 of 100' signet embedded into the Piano

Black cup holder cover reminds the occupants of this vehicle's exclusivity.

'THE NEXT 100 YEARS' signet is also present above the glovebox, as well as on the front and rear head rests.

BMW and Montblanc – A unique partnership

Co-designed by BMW and Montblanc, the Montblanc Masterpiece Skeleton Fountain Pen extends the close relationship established by the 'Montblanc for BMW' leather wear and writing instruments collection in 2015.

The Centennial Fountain Pen follows the uncompromising principles Maison Montblanc has established over 110 years of quality, styling and constant innovation – virtues that are echoed by the BMW Group.

Elements from THE NEXT 100 YEARS variants have been integrated into the design of the pen, including the surface structure which is reminiscent of the quilted seat surfaces with a woven look featured by the BMW 7 Series centennial model's interior.

The pen's transparent elements come in the BMW Individual colour Centennial Blue metallic and the rhodium-plated, Au750 gold Montblanc nib bears an engraving of the unique backstitching

also found on the BMW Individual Merino leather seats.

This world-class writing instrument is limited to 100 units, and is presented to each 7 Series THE NEXT 100 YEARS customer upon delivery.

BMW 750Li key facts

- Powered by a twin-turbocharged 4.4-litre V8 petrol engine
- Key outputs: 330kW/650Nm
- Zero to 100km/h is achieved in 4.7 seconds
- Combined fuel consumption is rated at 8.3L/100km
- Eight-speed sport automatic transmission
- Adaptive two-axle air suspension with dynamic damper control
- BMW Display Key
- Gesture Control
- Remote Parking
- Four-zone auto climate control with Ambient Air system
- Rear Entertainment Experience incorporating two high-resolution 10-inch screens with Blu-Ray drive and digital TV function
- Panorama glass sunroof Sky Lounge
- BMW Laserlight with Selective Beam

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Z3M Roadster & Coupe

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PHOTOGRAPHED BY LEIGH KELLY



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 is 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-

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.



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Her name is Henna, and it was love at first sight

Written by: Nick Anderson



My name is Nick and I'm a 20 year old student living in suburban Melbourne.

This is a recount of how I fell in love with my first car.

Her name is Henna (as her colour code is Hennarot), a 1983 BMW E28 520i.

She's a 5 speed with factory sunroof and a beautiful gold pinstripe down the side, but otherwise as basic as they come.

I bought her a bit over 6 years ago now, aged 14, having saved all my birthday and Christmas pennies for years. I knew I wanted an old BMW as my first car, but I had absolutely no knowledge of them whatsoever.

After a few months of looking at potential candidates - E30's, Peugeot 205's, Volvo 240's and a Mercedes 190E, this little 520i popped up for sale. I'd always wanted a 6 cylinder engine (purely for the sound - I find 4 cylinder engines to be a bit boring) with a manual gearbox, so the E28 instantly held appeal for me.

Resplendent in her completely oxidised red paintwork and on her original flaking bottle caps,

she looked like she hadn't seen love for quite a few years. The boot leaked, all the windows leaked (and the rear windows didn't wind up if you wound them down), it smelled funny, the diff made a horrendous whine that was so loud by 80km/h that conversation was impossible, the clutch screeched every time the pedal was depressed and the rusted exhaust made a ridiculous racket at any speed and revs... Although I not-so-secretly loved this. It had no service history from the last 10 years, the odometer didn't work, the bodywork was rough to say the least and the old bloke wanted \$2500.

"Too much", my Dad said. Looking back, I don't blame him... Although it wasn't all bad. The engine was smooth, the suspension was taut and the brakes worked well. It even had a logbook from the first owner detailing every drop of fuel that went into the car from 1983 until the early 00's when the odometer had stopped working. On top of this, it had a current RWC and a few weeks registration, but we decided at the time it was wise to go back home and sleep on it.

I distinctly remember my younger brother and I peering back out the rear windscreen of our old Land Rover as we left and seeing it's pretty little face sitting there in the street. I turned back

around to my parents and said "I don't want to think about it, I love that car and I don't want to buy anything else."

Surprisingly, that was enough to get Mum on my side so we turned back around. A few hours and only \$1500 later I was riding shotgun back home in my new favourite thing.

First thing on the list was to replace the timing belt as there was no record of its previous maintenance. My Dad had a timing belt snap on an early E21 323i he had in his youth which ruined the engine. So he bought me a Bentley manual, a new timing belt and told me to yell out if I got stuck.

Surprisingly enough, after I pioneered a crude method to remove the clutch fan (strangely enough I still use the same method today), I managed to follow all the steps and pull the front of the engine off. Everything was new to me as I had no previous mechanic experience so even stuff like draining the coolant had me fascinated. I slipped the new belt on, Dad helped me tension everything back up and she was good to go.

So I started it up. She spluttered and died, as though it was idling too low. After a bit of research I found the screw to change the idle speed and

sure enough the little 2 litre started up and idled fine.

But then for a drive and it became immediately apparent something was wrong to my Dad. Flat to the floor she would struggle to rev past 2500rpm in neutral and on the road it felt like it had about 20 horsepower.

"Ignition timing", Dad said. I assumed this meant I had done something wrong, and sure enough we got back home and he said I needed to pull it apart again. To this day I'm certain I didn't move any of the gears but apparently I did because the timing was way out, so after a day's fiddling she was back to good health.

The next issues we wanted to address were the noisy diff and clutch - the latter as a result of a worn throughout bearing. Wisely, Dad didn't leave me alone to do these jobs but even with his help (more like him doing it whilst I passed tools) it took us a full day to remove the gearbox and the diff.

We sent the diff off to a nearby shop and a few hundred dollars later it came back with a shiny new paint job and some new bearings. A new throughout bearing was also sourced and so with considerable effort everything finally went

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back together again. Another problem solved.

Given the car was now somewhat roadworthy again, I used to pester Dad to take me for drives at any given opportunity. I ached to drive it myself. I got my first job nearing 15 years old and worked a 3 hour shift only to take my \$24 straight to the petrol station for more BMW juice.

I became obsessed with it very quickly. I used to take my car key to school every day and when I got back home I would go and sit in it for an hour or more. Sometimes I would start it up and just move it around the front yard - 5 metres forward, 5 metres backwards. I loved the smells, the heat from the little engine, the noise. I've got no idea how this pleased me so much but it was the closest I could get to actually driving it.



Eventually the time came to get my learners permit (16yo) and I finally was able to drive it, 1.5 years after I bought it. I know taste is subjective but I felt (and still feel) so supremely cool driving it. I kept her clean and polished, took photos and showed her off to everyone. Some days I'd make my Dad drive with me to school morning, pull up where everyone could see me, then get him to drive it back home before he went to work in his own car. In the afternoon this process was repeated.

Another long 2 years later and it was time to get my license at 18 years old. My driving instructor took me out for a few final lessons in the E28 before my test and everything was fine. I knew the car well by then and I was confident I wouldn't fail. Thankfully I didn't, and I finally knew what freedom felt like.

It's amazing what your first car can teach you. I think everyone who likes cars is a bit silly in their first year of driving, hence everyone's fairly

rational hatred of Red P-Platers.

I learnt how to drive fast, how to counter oversteer (and how to initiate it. I became a master of doing things I shouldn't have been at the time and more worryingly, how to break things. Thankfully I never got into an accident.

After a few months of driving I decided I wanted to modify my car, so as every P-plater does, I had a sports exhaust made up. It sounded great (at least in my head) and I have since ended up going through 5 or 6 different exhaust setups as I learnt to weld and wanted to try different things.

I also put yellow tint on the high beams. I'm still not sure whether I rate or hate this, but they remain.

Next in line for the P plate modifications were some new wheels. I sourced some period correct basket weave wheels on local E-Bay for a steal and decided I wanted to paint them gold. Surprisingly enough, I actually didn't ruin them doing this! I then had them wrapped in fresh rubber and was very pleased with myself. Sometimes I look back at the car at this stage and think to myself I wish I hadn't changed anything after that.

Next, I wanted it to be lower so I sourced some H&R springs and fitted them up which removed the wheel gap nicely.

I had seen photos of cool roof racks that people had made up - I didn't want the smooth, modern Thule rack look so I went to Supercheap, bought myself a set of generic gutter mount roof racks and some timber decking from Bunnings, bolted it all together, oiled them up and was very pleased.



Ironically, they actually ended up serving quite a practical purpose as the E28 rear seats don't fold down to increase boot space. My family would often send me off on missions to transport hard rubbish, assorted shrubbery, planks of wood or just anything else too big or messy to put in another car. These days I don't really like the look of them, the car looks sleeker without them so they generally stay tucked away.

After the roof racks I wanted to source a front lip, these are fairly hard to come by. Luckily another E28 owner (Byron) had one in Melbourne which didn't fit his car, and sold it on to me instead. It was rough and unpainted but it transformed the look of the front of the car to make it much more sporty and aggressive.

The old cloth interior didn't do too much for me and I had always craved a leather interior. I eventually assembled a fell set in decent condition and swapped it in.



To compliment the front lip I also wanted a rear lip spoiler and managed to find one locally.

For years I hadn't even noticed it but as I spent more time around these cars I found out my front bumper was pressed in almost flat, instead of being the angled shark-nosed shape it should be. I found another bumper (with the chrome in far better condition too) and that really refined

the look of the car once I had painted the front lip too.

After this I was finally pretty happy with how the car looked - it still needed about 700 dents pulled and the paint was rough in places but on my student budget of a few hundred dollars I was satisfied.

I was now taking the car out fairly often to meets and enjoying the attention it always received. It's funny how cars can bring people close together didn't know you from a bar of soap a few hours earlier. I met a heap of E28 people, some of whom are my good friends to this day, as well as countless young guys just like me with a passion for cars and an appreciation for my old E28.

I started taking car photos myself. I've progressed a long way since then.

I had grand plans to turbocharge the little 2-litre about a year ago now, I purchased a turbo and manifold and started assembling all of the bits but pulled out after a bit of thought. I decided the BMW should come off the road for some much needed maintenance, namely to address the oil and water leaks from the untouched original engine. Hardly a good base from which to build a performance engine.

I ended up pulling the E28 off the road last September upon buying myself a new daily driver, an '05 VW Bora 5 cylinder with a manual. This was my first car since buying the E28, and I started to grow fond of driving a modern, reliable car with good aircon, plenty of power, heated seats, cruise control etc. but every time I got back in the E28 for a drive I was reminded why it feels so magic to me.

The E28 still came out for drives every week or so but grew progressively more and more unreliable with lack of use, to the point where I grew tired of driving her just to fix her again. She would stall on the middle of the highway, struggle to start when warm, leaked all her fluids everywhere she went and lost her power steering completely amongst other small, niggling issues.

Shortly after she had come out of daily driver duties, I found a freshly built, not yet run, 2.8 litre M20 stroker engine for sale that would be plug and play in the E28. I decided then that I was going to rebuild that engine again (come more time and money) as a high-performance, naturally aspirated engine. My own version of the ///M motor BMW never made from the M20. Hopefully this will happen before the end of the year when I finish studying.



Following the engine transplant, I'm determined to gradually restore the E28 over time. Once all the undercarriage is like new again, I'll focus on getting the bodywork back to factory standard. I've always dreamed of being able to walk into a BMW dealer these days and buying a brand new, freshly built E28. I plan to make that dream a reality with my car as best as I can manage.

In April this year I sold the VW to a friend of mine and purchased a new daily - a '98 Merc E320 wagon.

A month later, at the end of May, the E28 ran out of registration and I decided not to renew it. I'll put it on club registration once the new engine is in to save some money, but for now I've decided the car isn't going anywhere until she's in better health.

I took her on one last 5 hour drive before the registration ran out which involved a lot of cruising around, mountain road driving, dirt road drifting and mucking about with friends. As fate would have it, she didn't miss a beat that whole day. We had been out in the Latrobe Valley. I remember cruising back down the Princes Fwy towards Melbourne as the sun was setting and just smiling to myself thinking about how much I love that car. Mixed emotions as it was my

last drive in the car for a long time, but overall I couldn't have been happier that day. That just about sums up my relationship with this car.

By no means a great car, or a particularly functional car, but it's MY car. We have been around the world and back over the last 6 years and endured all of the ups and downs together along the way. It's hard not to look back on all the memories that have been forged with this car without getting very sentimental as I am whilst I'm writing this. To say I'm completely attached to it would be a huge understatement.

A car can be such an incredible reflection of ones personality and I feel like this definitely rings true for me. This car defined my teenage years and shaped me to be the person I am today in so many different aspects.

She's been sleeping at the back of my driveway for a few months now and will probably be there for a while until I get other priorities sorted. I need to finish my tertiary studies, gain a stable income and move out of home, but hopefully I'll get to complete this unfinished business sooner rather than later. I cannot wait to experience the excitement of owning this car all over again!



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Report on the Financial Report

We have reviewed the accompanying special purpose financial report of BMW Car Club of Victoria Inc. (the association). The association's Directors are responsible for the financial report and have determined that the accounting policies used are appropriate to meet the requirements 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 are appropriate to the needs of the members.

Committee's Responsibility for the Financial Report

The Committee of the association is responsible for the preparation and fair presentation of the financial report in accordance with Australian Accounting Standards (including Australian Accounting Interpretations), and for such internal control as management determines is necessary to enable the preparation of the financial report that is free from material misstatement, whether due to fraud or error.

Reviewer's Responsibility

Our responsibility is to express an opinion on the financial report based on our review. We conducted our review in accordance with Australian Auditing Standards. Those Standards require that we comply with relevant ethical requirements relating to review engagements and plan and perform the review to obtain reasonable assurance whether the financial report is free from material misstatement.

A review involves performing procedures to obtain evidence about the amounts and disclosures in the financial report. The procedures selected depend on the reviewer's judgement, including the assessment of the risks of material misstatement of the financial report, whether due to fraud or error. In making those risk assessments, the reviewer considers internal control relevant to the entity's preparation and fair presentation of the financial report in order to design review procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. A review also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by the committee, as well as evaluating the overall presentation of the financial report.

We believe that the evidence we have obtained is insufficient to provide a basis for an unqualified review opinion. Due to developing internal controls our testing was limited to substantive testing of the Balance Sheet and the Profit and Loss Statement. No opinion has been provided on the controls environment of the entity.

Independence

In conducting our review, we have complied with the independence requirements of Australian professional ethical pronouncements.

Qualified Opinion

In our opinion:

The financial report gives a true and fair view of the financial position of BMW Car Club of Victoria Inc as at 30 June 2016 and its cash flows for the year ended in accordance with the Australian Accounting Standards.

Stephen Allen

Mr Stephen Allen
Alkemade & Associates
Level 1, 35 Whitehorse Rd
Balwyn Vic 3103

Signed on ...22nd day of September 2016

BMW Car Club of Victoria Inc.
Profit & Loss Previous Year Comparison
July 2015 through to June 2016

	Jul '15 - Jun '16	Jul '14 - Jun '15	\$ Change	% Change
Ordinary Income/Expense				
Income				
Driver Training Income	10,648.00	4,520.00	6,128.00	135.60 %
Events Income	36,972.69	69,710.00	-32,737.31	-47.00 %
Interest Income	1,154.52	2,362.64	-1,208.12	-51.10 %
Magazine Income	21,565.00	20,075.00	1,490.00	7.40 %
Membership Fees	48,960.00	40,662.00	8,298.00	20.40 %
Merchandising Income	6,373.40	330.00	6,043.40	1,831.30 %
Miscellaneous Income	6,000.00	760.00	5,240.00	689.50 %
Motorsport Income	19,004.00	930.00	18,074.00	1,943.40 %
Total income	<u>150,677.61</u>	<u>139,349.64</u>	<u>11,327.97</u>	<u>8.10 %</u>
Costs of Goods Sold				
Event Expense	57,958.89	60,074.52	-2,115.63	-3.50 %
Merchandising	8,655.08	4,173.95	4,481.13	107.40 %
Motorsport - Track & Other	33,739.05	2,960.00	30,779.05	1,039.80 %
Total COGS	<u>100,353.02</u>	<u>67,208.47</u>	<u>33,144.55</u>	<u>49.30 %</u>
Gross Profit	50,324.59	72,141.17	-21,816.58	-30.20 %
Expense				
Administration & Audit				
Bookkeeping Fees	2,559.93	2,343.00	216.93	9.30 %
Tax and Audit Fees	2,062.50	2,722.50	-660.00	-24.20 %
Total Administration & Audit	<u>4,622.43</u>	<u>5,065.50</u>	<u>-443.07</u>	<u>-8.80 %</u>
Affiliation Fees	550.00	0.00	555.00	100.00 %
Bank Charges				
Government Duty and Tax	1,505.61	823.29	682.32	82.90 %
Total Bank Charges	<u>1,505.61</u>	<u>823.29</u>	<u>682.32</u>	<u>82.90 %</u>
BMW Clubs Aust. Conference Committee Expenses	0.00	2,276.00	-2,276.00	-100.00 %
Monthly Meeting Expenses	408.40	534.92	-126.52	-23.70 %
Total Committee Expenses	<u>408.40</u>	<u>534.92</u>	<u>-126.52</u>	<u>-23.70 %</u>
Donations	0.00	150.00	-150.00	-100.00 %
Driver Training Expenses				
Track Hire	11,350.00	20,175.00	-8,835.00	-43.80 %
Total Driver Training Expenses	<u>11,340.00</u>	<u>20,175.00</u>	<u>-8,835.00</u>	<u>-43.80 %</u>
General Expenses	183.20	604.00	-420.80	-69.70 %
Insurance	855.15	855.15	0.00	0.00 %
IT				
Software	2,339.88	0.00	2,339.88	100.00 %
Supplies	1,488.69	0.00	1,488.69	100.00 %
Web, Forum & Hosting Expenses	410.81	5,407.04	-4,996.23	-92.40 %
Total IT	<u>4,239.38</u>	<u>5,407.04</u>	<u>-1,167.66</u>	<u>-21.60 %</u>
Magazine Expenses				
Office Supplies	0.00	3,775.00	-3,775.00	-100.00 %
Printing	24,195.73	17,871.74	6,323.99	35.40 %
Total Magazine Expenses	<u>24,195.73</u>	<u>21,646.74</u>	<u>2,548.99</u>	<u>11.80 %</u>
Member Refund	25.00	155.00	-130.00	-83.90 %
Membership Expenses				
Annual Fees	1,140.00	2,389.00	-1,249.00	-52.30 %
Membership Expenses - other	1,885.62	0.00	1,885.62	100.00 %
Total Membership Expenses	<u>3,025.62</u>	<u>2,389.00</u>	<u>636.62</u>	<u>26.70 %</u>
Postage	3,169.62	3,689.80	-520.18	-14.10 %
Trophies	2,448.16	2,348.60	99.56	4.20 %
Total Expense	<u>56,573.30</u>	<u>66,120.04</u>	<u>-9,546.74</u>	<u>-14.40 %</u>
Net Ordinary Income	<u>-6,248.71</u>	<u>6,021.13</u>	<u>-12,269.84</u>	<u>-203.80 %</u>
Net Income	<u>-6,248.71</u>	<u>6,021.13</u>	<u>-12,269.84</u>	<u>-203.80 %</u>

BMW Car Club of Victoria Inc.
Balance Sheet
As at June 30, 2016

June 30, 2016

ASSETS

Current Assets

Cheque/Savings

Westpac Andrew Gordon Bequest	5,000.00
Westpac Cheque Acc 033132 21926	14,599.87
Westpac Savings 033132 219398	<u>54,824.35</u>
Total Chequing/Savings	74,424.22

Accounts Receivable	
Accounts Receivable	<u>-270.00</u>
Total Accounts Receivable	-270.00

Other Current Assets

Cash Advances	470.00
Merchandise Stock	<u>980.00</u>
	<u>1,450.00</u>

Total Current Assets 75,604.22

Fixed Assets

Motorsport Equipment

Motorsport Assets	8,315.00
Motorsport Depreciation	<u>-8,011.20</u>
Total Motorsport Equipment	303.80

Plant & Equipment

P & E Assets	16,999.74
P & E Depreciation	<u>-10,432.21</u>
Total Plant & Equipment	6,567.53

Total Fixed Assets 6,871.33

TOTAL ASSETS 82,475.55

LIABILITIES

Current Liabilities

Accounts Payable

Account Payable	<u>-66.00</u>
Total Accounts Payable	-66.00

Other Current Liabilities

Income Tax Instalments Payable	<u>-4,851.00</u>
Total Other Current Liabilities	-4,851.00

Total Current Liabilities -4,917.00

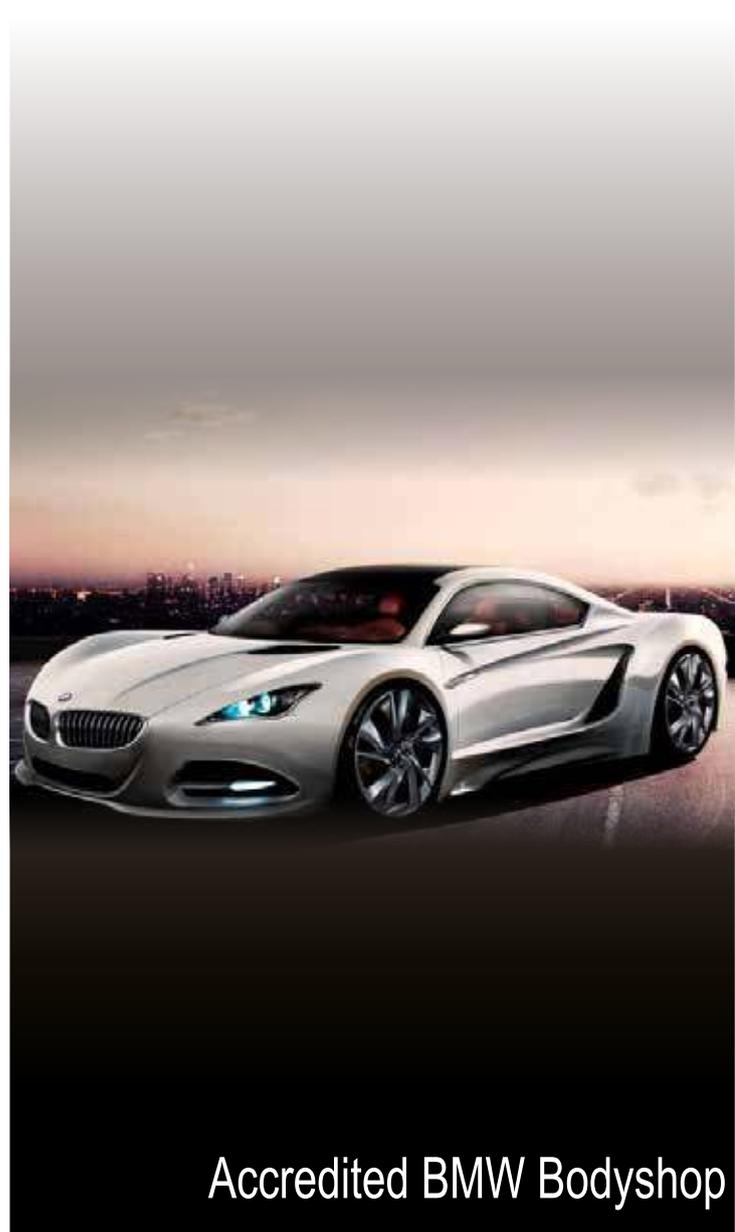
TOTAL LIABILITIES -4,917.00

NET ASSETS 87,392.55

EQUITY

Member's Funds	56,826.31
Retained Earnings	36,814.95
Net Income	<u>-6,248.71</u>

TOTAL EQUITY 87,392.55



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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	20	18	20			130	1
Sean Bell	1/100	20	15	22	25	25	22			129	2
Brian Bourke	27	16	20	20	13	22	18			109	3
Glenn Potter	66	20	18	18	16	12				84	4
Chris Bell	29	22			22	15				59	5
Andrew Larkin	95	15		14	16	9				54	6
Michael Holdcroft	6/19				18		25			43	7
Jess Bell	30	14			14	13				41	8
Mark Gorgovski	87	12			12					24	9
Cruz Cody	39					20				20	10
Jim West	68	10				9				19	11
George Clarke	33			18						18	12
Brad Rodwell	39						16			16	13
Donovan Mollenhagen	88					16				16	13
Steve Sezis	8					14				14	15
Rodney Potter	88	13								13	16
Michael Whitford	62	11								11	17
Simon Mitchell	99				11					11	17
Paul Kertes	42				11					11	17
Peter Gluskie	26					11				11	17
Rory Plant	25					10				10	21
Tim Freeman	78					10				10	21

Points given following penalty are marked in red



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	19	18	17		106	1
Northern BM	24	12	13	6	13	15		83	2
Gorgs Racing	5	10	11	4	16	13		59	3
Macedon Race Engineering	19	7	6	7	11	-		50	4
Road & Track Racing	-	-	-	7	-	21		28	5
EWR Motorsport	-	-	-	-	12	9		21	6

For Sale

BMW 635 CSI

This would be one of the best unmodified/original 635 CSI's around.

- * Original Build 02 JAN 1984 From Munchen Factory
- * First registered in Frankfurt OF-TH 635 on 12 JAN 1984
- * Deregistration certificate Frankfurt a. M. on 28 DEC 1988
- * Imported to Australia
- * Conversion to RHD in Australia, unknown but quality job
- * First Registered in Victoria in late 1989 EBR-156
- * Believed to have been 4 owners before current owner purchase 15 MAY 2012
- * Registered with Red Plates 13934 H on 21 MAY 2012. (45 day Vicroads permits ever since)
- * Car has travelled 163,254 km
- * Fitted with Factory steel sliding/tilting sunroof
- * Fitted with BMW light alloy honeycomb design wheels (5) 6.5x14 H2

\$28,000 or best offer

- * Full BMW computer functions
- * Tool kit under boot lid complete and original
- * 5 as new 215/65R14 96H tyres fitted
- * Paint colour BMW Opalgrun – Metallic – sticker still intact.
- * Has been resprayed.
- * Seats are Green Velour in very good original condition.
- * Was original built with Automatic transmission
- * Changed in 2001 to 5 speed dogleg sports gearbox – not Getrag
- * Has original German owners manual as well as English version.

Lots of documents from the original build go with the car – written in German!

Contact: Graeme Rogers - 0400 972 600
rogers45@bigpond.com



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Tony Silber	E39 M5	1999
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Tyson Ford	335i	
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Ryan Hernando	318is	1990
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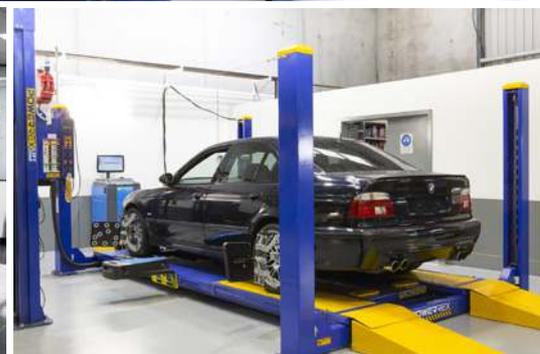
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