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2017 Issue 148



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From the President

Wow! The year is moving past very quickly, we've already had numerous display days, a couple of Sunday cruise and lunches, the Grand Prix and by the time you read this, the 2017 BMW Clubs Australia Nationals in Brisbane will have been 'done and dusted'!

Our Club has been nominated as the host for the 2019 Nationals, which will be in Melbourne. Advance planning is already underway with a sub-committee formed and a preliminary program in place. The nationals were last held in Victoria in 2013 and were deemed to be one of the most successful of recent times, so we certainly have a reputation to live up to!

If any member would like to be involved in the Nationals for 2019, please contact one of our committee members as we would certainly welcome your input.

A new initiative we have been working on recently is the possible formation of Club Registers as interest groups for specific models within the BMWCCV. Possible special interest groups suitable for registers may include, 2002, e30, 6 Series, 8 Series, //M cars & others, providing there is sufficient member involvement for the Register to function effectively.

The purpose of a Club Register is to foster the enjoyment of a specific BMW model-group, with like-minded BMWCCV members, through events that are specific to that particular model-group.

If any member has any ideas for Club Registers, please feel free to contact me directly to discuss further.

As always, drive safe and enjoy your 'The Ultimate Driving Machine'.

Rodney Smith
BMWCCV PRESIDENT

Index

What's On	5
January Members Meeting	6
Phillip Island Historics	7
The new BMW X3 undergoes winter testing	8
Federation Square Showcase	10
The dangers of the Madecon Ranges	12
Event in photos - RACV Classic Showcase	14
Event in photos - Geelong Sunday Cruise	15
A personal reflection on early BMWCCV life	18
BMW's innovative 5 Series arrives in Australia	22
Straight to the Pool Room!	25
Throw-back to maiden Nordschleife victory: Historic livery for BMW Team Schnitzer BMW M6 GT3	26
2016 BMWCCV Clubsport Championship Results	28
E30 Racing Championship Results	30
New Members	31
Club Services	32

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What's On

Date	Event	Location
2017		
18 May	Mid-week Cruise	Toolangi
21 May	National Motoring Heritage Day Display	Bellarine Estate
28 May	Berwick to Healesville Cruise	Yarra Valley
5 June	Members Meeting	Hawthorn BMW
10 - 11 June	E30 Round 3	Sydney Motorsport Park
10 - 12 June	Queens Birthday Weekend Trip	Grampians
17 June	Founders Dinner: Casino Royale	Riversdale Golf Club, Mount Waverley
1 July	Sprint Round 4	Phillip Island Grand Prix Circuit
2 July	Christmas In July	Rawson
22 - 23 July	Driver Training and Sprint Round 5	Winton Motor Raceway
2 August	Members Meeting	SRM BMW
18 - 19 August	E30 Round 4	Phillip Island
4 September	AGM	TBA
23 - 24 September	E30 Round 5	Winton Motor Raceway
8 October	Driver Training	Winton Motor Raceway
13 - 15 October	10 Hour Relay Race	Winton Motor Raceway
4 - 5 November	E30 Round 6	Sandown Raceway
25 November	Come and Try Day	Sandown Raceway
26 November	Car Display	Geelong Revival

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.

January Members Meeting

ENCHANTED MAZE, MAIN RIDGE

Written by: Jo Mawson



Sunday, 29 January started off a little cloudy but was looking like being an amazing day to head to our first members meeting at the Enchanted Maze, Main Ridge.

We had secured a large marquee for all of our members to set up their lunch items and just sit back and relax after exploring the grounds.

What a great place.

Graeme and I started with the giant zip line, this was spectacular with amazing views of the ground and surrounding area. Climbing on and getting to the top was a little hairy for some of us but once at the top it was well worth it. I must admit I had to have a nudge off the platform to do my first jump, it was great to see so many of our members enjoying the fun to be had at the Maze.

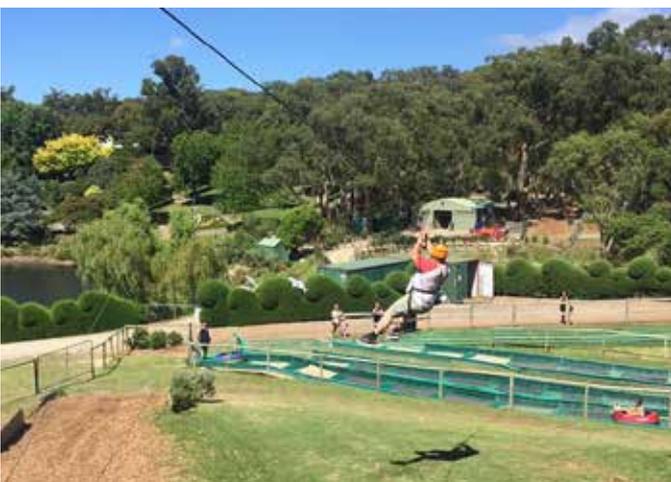
We also did the toboggan run which was great

fun and nice and refreshing with the misting water cooling us down as we zoomed down the different runs. A little tiring having to pull the tubes up the hill in the heat but well worth it once you got to the top.

After lunch, we did the tree surfing and this was a little hard for me being vertically challenged but I did manage most of the climbs. I came away very bruised and battered but thoroughly enjoyed the adventure.

I would like to thank everyone who came and joined us on the day, also welcome our new members who did come and I think from the smiles on their faces, also enjoyed the day as well.

See you all at the next event.



Phillip Island Historics

17 - 19 March 2017

Written by: Jo Mawson

This is always a special event for me as we know several people competing.

Having family over from the UK enabled us to share our passion with them and let them get up close and personal with the cars with both love.

Phillip Island turned on a wonderful weekend with amazing weather and we were lucky to be given a fantastic spot for the car display as well.

Our members brought out a wonderful selection of cars, all turned out clean and shiny for this spectacular event.

Both Saturday and Sunday attracted some amazing cars and we even managed to get some non-registered cars in the display as well.

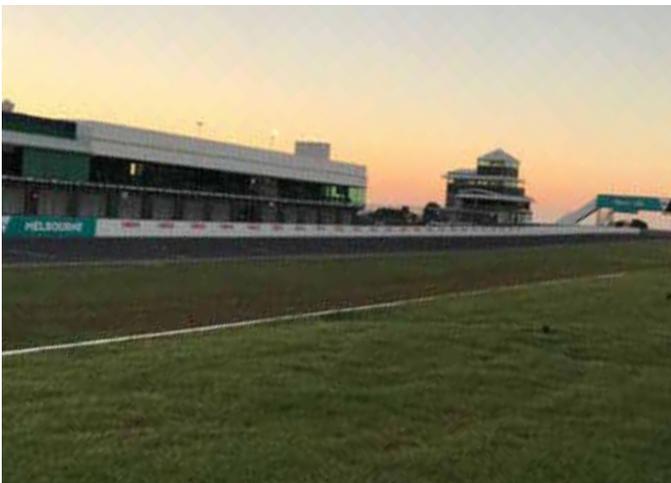
Some of us were lucky to secure passenger laps

around the track on Sunday morning. We had to get up very early but I can tell you, it was worth it as the views of the Grand Prix track that early in the morning with the sun rising was absolutely breath taking.

I would like to thank Lawrence Glynn for all his hard work on the weekends and leading up to the event, making sure all the cars arrived on time and ensuring that our display looked amazing.

Also, I would like to thanks Chris and Graeme Bell for taking Sally and Adam Williams around on their parade laps and Scott Muir for escorting me around early Sunday morning.

If you have never attended this event, I recommend you keep an eye out for this next year. There is so much to see and do for all car enthusiasts.



The new BMW X3 undergoes winter testing

BMW PRESS CLUB



Driving dynamic and reliability are just two of the major characteristics of any BMW automobile. To ensure that a BMW functions in all conditions and that the customer is able to enjoy unrestricted access to that brand-typical “driving pleasure” at any time, BMW invests a great deal of time and know-how in both the construction and the testing of new automobiles.

Long before a new model series arrives on the market, it will have had to withstand possibly the most severe endurance tests. This includes, for example, testing under extreme climatic conditions such as those prevailing in scorching hot deserts or freezing cold winter landscapes.

Fine tuning for optimal safety and maximum driving enjoyment.

Moreover, the extensive ice surfaces of frozen lakes and the numerous remote roads with their

firmly packed layers of snow offer excellent conditions for fine tuning of the settings activated via the Driving Experience Control function – and hence for the application of maximum driving pleasure and best possible driving safety.

As a result, engineers are in a position to sense the vehicle’s dynamic behaviour much more accurately and synchronize the control of driver assistant systems such as Dynamic Stability Control (DSC) or Dynamic Traction Control (DTC) even more precisely and to attune it to the vehicle as a whole. It is this painstaking development work that later provides the customer with a competently tuned chassis for that typical BMW driving pleasure.

Ideal preconditions for testing the BMW X3 in the polar region.

Within the framework of the final winter trials, a



BMW testing team completed a fastidious testing programme in wintery North Sweden.

In the landscape around the small town of Arjeplog, pre-series models of the new BMW X3 had to prove that they are also able to withstand cold, ice and snow.

Located in the historic province of Lapland barely 56 kilometres south of the polar circle, Arjeplog offers the ideal conditions for this. An abundant amount of snow and temperatures of minus 20 degrees and below cause the many lakes in the surrounding area to freeze over.

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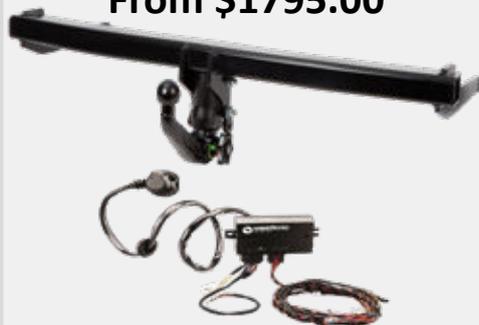
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Federation Square Showcase

26 February 2017

Written by: Lindsay (Louise) Hitchcock



Although I have been a member of BMWCCV for a few years, I haven't had nearly as much of a chance to participate in club events as I would like.

As an archaeology professor, I work long hours and my job sometimes takes me overseas for as long as eight months at a stretch. In addition, I returned to doing triathlons three years ago after a twenty-five year hiatus. So free time and warm enough weather to enjoy driving in my Z3 is always a valuable commodity.

Luckily, both came together a couple of weeks ago when I had a chance to display my car at

the Federation Square Car Club Showcase. I was even able to work on my tan while waiting for the bump in. It was a beautiful sunny day to display the club's finest livery with twenty-eight BMWs of all models, sizes, purposes, and colours.

The 3/E series as usual was well represented. And this year the Z series was as well. My car, which I spent six months searching for and finally found in Perth, even had a twin!

Thanks to the fine weather, the city was a-buzz with the Japanese festival including cos-players and macha ice cream in Fed Square, and the Greek festival on Lonsdale was serving up many



Greek specialties complete with Zorba dancing.

There was not only lots to do when we needed to take a break from looking at people looking at our cars, there was lots of spectator interest and a steady stream of foot traffic, that became so dense, we had to eventually rope off a passage area to protect our metallic treasures.

As usual the race cars got their fair share of attention, and my little Atlanta Blue Z3 was just close enough to bask in their reflected glory. Although my favourite is always the JPS 323 as it reminds me of the 1980 320 i-sports that I owned in California, I was wowed by the matte painted

cars on display.

There was lots of interest among those attending the display about club membership and club events. And, even though I feel guilty about not getting to more activities, I enjoy the fact that I am always catching up with old friends as well as meeting new members who are attending their first trip, or show and shine, or other display.

It's always great fun getting to know them, and exchanging tips as well as swapping stories and anecdotes, and displaying photos of cars past and present.



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The Dangers of the Macedon Ranges

Written by: Jeff Murdoch



Lessons learned that may be of value to members.

We met for coffee at our local Maccas, so Barb and I only had 5 minute travel time. We hope that many more cruises will start from this location!

The drive to the top of Mt Macedon was very pleasant travelling on roads to which I'm many have been close while on the freeway, without knowing these roads exist.

The countryside between Sunbury and Romsey is quite pretty, with many hills despite the impression the northwest of Melbourne is as flat as a billiard table.

Unfortunately, we didn't see the rest of the drive to lunch at Myrning; which has really blossomed since I was last there many years ago.

We couldn't make the drive with the rest of the group because we had to limp home with a damaged tyre and rim. We got home after inflating the tyre to 420kpa at every service station I could find on the way home. We returned, along boring freeway, to Myrning in Barb's car to join the group for a very pleasant lunch at the renovated Plough Hotel. The last time I went through Myrning, it was virtually a ghost town, the pub was closed and actually boarded up.

On a positive note, the pub, the food, the service and the company was excellent and at the time tipped the balance of the day in favour of good - I didn't know about the wheel, nor the VicRoads claims "road blocks" at the time.

Back to the lessons.

On the exit from the Top of the Ranges carpark, and still in the 40kph one way section of Cameron Drive, lurking in the shadows is a nasty pothole. Many of those on the drive found this pothole, given the significant amount of rubber on the edge of this deep hole, I'm sure there are many many others that have become it's victims.

It appears that most of our group escaped without much damage.

We were not so lucky. This monster from the depths ruptured and cut the sidewall of a near new tyre and as discovered when replacing the tyre, buckled the rim and discombobulated the front end alignment.

So there we are faced with \$395 for new tyre, \$70 for wheel alignment and \$1,136 for new wheel, ex Germany - total damage bill of \$1601; which strangely both bad and good news! *See later in these learnings.*

Now starts the phone call run-around to find the authority responsible for the upkeep of that road. VicRoads – “not us, Macedon Council”; Macedon Council – “not us, Department of Environment, Land, Water and Planning – and to complete the circle “not us, VicRoads”.

Fortunately the lady with whom I spoke at Bees, Trees & Fleas was sympathetic and told me where to find the appropriate forms on the VicRoads website (they are reasonably well hidden).

The claim form is 5 pages, requires maps, statutory declarations, receipts, quotations and “8x10 glossy photographs with circles and arrows and a paragraph on the back of each one”

VicRoads, on their website, claim to be a responsible road authority; yet seem to do a lot to avoid any responsibility.

For example, they will not even consider a damage claim of LESS than \$1,380 (the good news/ bad news mentioned earlier) then VicRoads claim the right to deem this as an excess like threshold, and may only pay the amount claimed MINUS \$1,380.

In our case \$221 which doesn't even cover cost of the tyre.

Further, although VicRoads claim control and governance over virtually all roads outside national parks and private property, VicRoads will only pay compensation for damage caused on roads they deem as freeways or arterial roads. I am still wading through the 1,017 page list of roads, as they are not in alphabetical or numerical order.

And we gain all this “privilege” from the very significant registration fees we pay.

At the time of writing, “VicRoads, acknowledges receipt of your claim and is in the process of processing your claim; we are currently investigating if the road in question is indeed the responsibility of VicRoads”

I'll provide a conclusion to the saga in the next magazine, in the interim I suggest we only hit potholes on freeways and arterial roads, and only do so with solid rubber (forklift type) tyres that take off the sharp corners of said pothole, so that no other vehicles are damaged and at least we get some return for our registration fees when VicRoads eventually has to repair the pothole because it's been reported in the 6 o'clock news as a sinkhole – into which whole vehicles disappear never to be seen again.

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RACV Classic Showcase

EVENT IN PHOTOS - Photos by Jo Mawson
19 February 2017



Geelong Sunday Cruise

EVENT IN PHOTOS - Photos by Graeme Bell/Jo Mawson
2 April 2017



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BMW M3 COMPETITION PACKAGE

Photographed by Leigh Kelly | MINAMI MEDIA + PRODUCTION



A personal reflection of early BMWCCV life

Written by: Ken Lee



My history with the BMWCCV started in 1982, I had just bought my second BMW and, recently hearing about the BMW car club, I joined straight away. The club was started 2 years before by John Mahoney and others, John had already moved on to live in far North Queensland by the time I arrived. My first car was a 1973 2002 which I owned until 1982 selling it on to an enthusiast, the car is still around today, in Geelong, I believe. My second BMW, which I had when I joined the club, was a 318i, I kept the car until our growing kids could no longer travel comfortably in the rear seat. I improved the car as much as finances would allow. BMW used to sent surplus new parts to the dump, I think to avoid paying duty on them, our president knew this and the person driving the transport, consequently I procured and fitted a brand new 5 speed overdrive transmission to my 318 that was formally headed for landfill, it transformed the car.

The club was still in it's infancy and soon after joining I became treasurer and, as the club grew, I later took on memberships as well, in those days, pre computers, it was all done with paper membership forms, I later migrated the paper forms to a computer database using dbasell, then to Microsoft Access. My wife Marilyn and I used to spend a lot of time transcribing existing members, and entering new ones, into the database, but the ease of updating and maintaining records made the long hours worth the effort.

I have been on the committee for 26 years in various positions, and I have seen the club grow, warts and all, to what it is today. I am no longer on the committee but, who knows, I may seek another, term sometime in the future, the committee enjoys a special camaraderie of its own.

In the period of the 80's and early 90's the monthly meetings were held at the rooms of the "Light car Club corner of Queens Road and Roy street, disbanded and demolished in 1992 to make way for a high rise development. The light car club organised some motor racing events but made a big loss on a sports car race at Sandown forcing it into liquidation, it was an excellent meeting venue and I have fond memories of the monthly meetings there.



Peter Oudman took over the Presidency in the middle eighties, he had a stabilising influence on the club after the previous president left under unfortunate circumstances. Peter had great mechanical knowledge, the monthly meeting would often end with Peter answering technical questions from members well after 11pm, no one left until the meeting closed.

We had regular presentations from different people when the monthly general meetings existed, these were well attended and included presentations by the head of BMW Australia, Ron Meacham, BMW outsold MB in his day, this was mainly attributed to Ron and his foresight.

Ron's visits shed a different light on the BMW organisation, he answered many questions frankly during his presentations and after, mingling with members. Ron was responsible for buying unused import licenses from other European makes deserting Australia at the time, mainly Peugeot and Renault, enabling BMW to increase their import numbers with these newly acquired licenses. His presentations were much different from the "Where BMW is headed" speeches we get now. Another memorable presentation came from Jim Richards when he was touring car champion with the E30 M3 an earlier with the 635. I remember Tim Schenken from CAMS giving us a talk on the benefits of joining CAMS for motor sport insurance among other things, Tim is the current race director for v8 supercars, he was an E30 owner at the time.

The National meetings in those early years brought us in contact with BMW owners from other states, then small Chapters with less numbers, although just as enthusiastic people. Marilyn and I still visit friends in South Australia we met at our first National Meeting in Swan Hill in 1984. In these early times, with smaller numbers, it was easy to know almost everyone in the Victorian club as well as most other club members throughout Australia. It was rewarding to help these smaller chapters and I enjoyed the part I played in forming the SA Chapter. There was a lot of contact with interstate members at this time, we organised well attended "Border Runs" once a year on the SA/Victoria border or close to the Vic /NSW border, each state rotated the event organisation. Interstate contact is via the Nationals these days, held every two years, with a lot more attendees and a lot more expense. The SA chapter disappeared in the mid 2000's, with only a caretaker member for many years, it has now bounced back and has a strong membership base. It would be good to reintroduce border runs with them.

In the early days it was uncommon for Club members to have the latest model BMW so the club became an information exchange for maintenance and repair. We often had "Garage Days" at a member's house where a trained mechanic (mostly the then club president Peter Oudman) would demonstrate the various repair techniques on a member's BMW, this was followed by a BBQ and much discussion extending into the night. Casserole nights were also common in the early days, once again at a member's house. We had wine bottling days and sold the wine to club members as a fundraiser. The SA chapter did the same and we on sold their BMW club port to our members as well. There were many memorable events in these times, I remember the club spending a weekend at a members house at Wandiligong to visit the snow fields, everyone bought food to share and we all slept on makeshift beds or on the floor of his house, next day we took turns to ride in his vintage car.



BMW dealers were not as plentiful then and we did not have the dealer cooperation we have today, one exception was Bryson BMW (formally Bryson Jaguar), this cooperation was driven by one man, Warwick Butcher, who later left this organisation and our contact was lost.

Warwick drove a new E28 528i to a SA National meeting, which was test driven by most of the members at that meeting. This E28 was the first BMW to have convertor lockup in top gear, a fuel saving device introduced in that model, it was also my first introduction to ABS brakes and exposure to a new BMW. This BMW 528i Executive cost \$41000 new, in the eighties.

During this time BMW Australia had regular contact with us through Phil Thomas, their club liaison person. Phil was a keen BMW fan and went out of his way to help the Club. Phil Attended our AGM'S held in their headquarters in St Kilda rd. The Mayne Nickless building, if memory serves. The 1982 AGM was my first

introduction the BMWCCV. In those days BMW Australia sent a representative to our Nationals.

We withstood a hostile takeover attempt from two of the NSW chapter's committee in the eighties, they wanted to run all state chapters as a business and in short, be paid by BMW to do this. These two committee members hatched this idea on their own, not even the rest of their committee new. This plot was accidentally discovered when a mistakenly addressed fax, outlining their plan, arrived at our presidents business instead of its intended recipient but we could not chance it being approved. Luckily we were able to have it quickly squashed.

This period also saw the formation of "Clubs Australia" where all chapters were united under the National banner; these were tumultuous times as many chapters, Victoria included, resented this amalgamation and worried about the possibility of losing control of their respective chapter's affairs, interstate suspicion and innuendo ruled then. Victoria had just got over the attempted NSW takeover so everyone on the committee was nervous about amalgamating under the Club's Australia banner.

A national magazine and merchandise was floated by the then QLD president which was not accepted for a number of reasons, one being, each state had a magazine that they thought would be threatened and did not wish to see it replaced with a national magazine. There were also a number of political issues and a lot of infighting in the club system with

many personality clashes occurring. This was a stressful time for the committee and caused our president not to seek re election. Gradual replacement of various state committees caused a thawing of the political grandstanding and the acceptance of the Clubs Australia structure. In retrospect a national magazine was probably a good idea but there was so much mistrust at the time it was never going to happen then.

The BMW motorcycle clubs in each state were included in Club's Australia, we had no contact with them up until then. Once we got to know them, through Club's Australia, they joined us at National Meetings, this lasted a few years but we drifted apart.

Their idea of activities were much different to ours and were often not compatible.

At the end of the eighties we had a new president, who owned a BMW wrecking business, we became friends and I worked part time for him converting LHD BMW's to RHD, my next BMW was an E23 735 which was one of my conversions, It had a 5 speed overdrive manual transmission, not available in Australian delivered 7's.

In late 1989 the Berlin wall was destroyed and it no longer became viable to bring LHD BMW's to Australia as prices rose in Germany. The former east German residents began to purchase used BMW's, reducing supply and therefore raising prices. The East Germans had been used to driving Trabants and Wartburgs and other atrocious eastern bloc cars, so a used BMW was



a breath of fresh air. Used BMW import activity had stopped by the end of 1991. I converted ten BMW's to RHD, it was enjoyable work for me.

Our early 90's president was Noel Skinner, he enjoyed motor sport and he introduced more track events. National Meetings included motor sport as a legitimate activity and were now planned around reasonable motoring distance from a race track.

Motor sport began to gain acceptance in Victoria, in the incubation period track day rules were lax and things were done at the track that would not be acceptable today, remember these were the days before insurance was a club necessity, fortunately we did not have any major accidents.

The motor sport activity drew a large number of followers, track days were cheap for participants and there was essentially no formal rules and as much track time as your brakes and tyres could stand. Gradually in the 90s the membership changed to people with dealer serviced newer cars rather than the older models of days gone by, this is still true today. The repair/technical side of ownership has virtually disappeared, along with it the members that enjoyed that part of ownership.

In 1992 BMW moved from the St Kilda road shared building to their own premises in Mulgrave. BMW sponsored a dinner at the official Mulgrave opening, which the committee of the day attended, I remember listening to Eberhard Von Kuenheim, the BMW chairman at that time, tell us about himself and the company, he oversaw the growth of BMW from a small manufacturer to a worldwide icon.

I recognised many well known BMW identities and guests, including Ken Done who completed painting an E30 M3 art car by this time. The dining/presentation area at BMW HQ was temporarily constructed using a very large tent to cover their car park, so expertly done that the asphalt under foot was the only giveaway. This event was certainly memorable for us, we have visited the Mulgrave headquarters many times since, but this visit stands out.

The 2000's were peaceful times for us except when the Ballarat chapter was formed in 2006/7, mostly from members of the Vic chapter that lived in Ballarat, I was President, for part of the time, during the formation of the Ballarat chapter.

The Tasmanian Chapter was formalised at much the same time as Ballarat but with none of the acrimony, we gave both these forming chapters

seed money to get them started. Both the Ballarat and Tasmanian chapters are now independent clubs under the Clubs Australia umbrella.

The BMW Car Club of Victoria has been in existence for some 35 years. Marilyn and I have been members for most of these years and have seen many changes in this time. We became life members in 1996, we were the second life members in the club after USA residents Bob and Jan Murphy, who were working in Australia for two or three years. Bob and Jan joined the Vic chapter, and did a lot of work for the us when they were here. Bob ran the USA 2002Tii special interest group in the states before and after his time in Australia.

The 80s were the formative years for the club and, for us, the best time for many reasons: Being members enriched and changed our life, most of our friends were centered around the club. We still have most of the friends we made during this time although, nearly all of these people are no longer members. Going on club outings in the 80s, with like-minded people, with young families, like ours, often created lifetime bonds. It is hard for me to describe the differences between then and now and why the club is still enjoyable for us, but not the same, it may be that the small member numbers and the longevity of the average membership in the 80's enabled a more lasting friendship to endure.

I miss the technical side of ownership that existed with the older cars back then. I also miss the gatherings at member's homes with shared meals and lots of kids running around. Social outings then were mostly no cost BYO picnics or BBQ's, an ideal situation for families with small children. These days there are many members in the club and we do not know almost everyone as we once did, but we still have a good time on outings and weekend runs meeting new club members and mixing with existing ones.



BMW's innovative 5 Series arrives in Australia

BMW PRESS CLUB

The new BMW 5 Series follows in the footsteps of its predecessors by combining the latest innovations with high performance, efficiency, safety and exceptional dynamism.

“Equipped with exceptional driving assistance systems, impressive connectivity capability and outstanding safety solutions, the new 5 Series showcases BMW’s latest technologies,” said BMW Group Australia CEO Marc Werner.

“As well as being an innovator, a 5 Series also needs to deliver dynamically. With the latest in lightweight chassis construction and advanced suspension systems, the new BMW 5 Series moves the dynamic game on in this segment.”

Comprehensive autonomous functions, impressive safety systems

The new BMW 5 Series represents the next step towards automated driving.

A stereo camera works with a front-mounted radar and four side-mounted radar systems to continuously monitor the vehicle’s surroundings. The Steering and Lane Control assistant is functional from 0-210km/h, offering occupants the ability to drive hands free for periods up to 30 seconds.

A further function debuting in the 5 Series is Speed Limit Assist, which incorporates speed restrictions into the Active Cruise Control or the driver-selectable Speed Limiter function.

The Active Cruise Control system – with innovative Stop & Go function that brakes and accelerates according to traffic flow including traffic jams, retaining the cruise function – forms part of the standard Driving Assistant Plus package and can accelerate the vehicle as well as bring it to a complete stop without driver intervention.

Front cross-traffic warning, lane keeping assistant, evasion aid and cross-roads warning form additional systems within this package.

Parking Assistant Plus offers Active Park Distance Control to the rear, with Surround View and Panorama View offering expansive virtual

imaging of the vehicle’s surroundings.

A full suite of stability control systems are standard, including dynamic stability control, anti-lock braking with brake assist, cornering brake control and dynamic traction control.

Airbags are installed for driver and front passenger, as well as full-length side airbags. Additional side and headliner bags provide further head protection in the event of an accident.

Cutting-edge connectivity

Debuting BMW’s iDrive 6 infotainment system, the new 5 Series is the most connected BMW ever.

System interaction can be conducted via the impressive 10.25-inch colour touchscreen, the traditional iDrive circular controller (which also features a sensitive touchpad to ‘handwrite’ commands) and console-mounted buttons, or via a new voice control system that uses natural language recognition software for a new level of understanding. BMW’s futuristic Gesture Control, which debuted in the 2015 BMW 7 Series, is also optionally available in the 5 Series.

The central screen displays information in an app-style format, with information ‘tiles’ that can be reordered simply by swiping the touch screen to suit the user.

Wireless phone charging, and the world-first ability to wirelessly connect to (optional) Apple Car Play offer further third-party connectivity options and the extended Bluetooth system can connect to two separate smartphones simultaneously.

In addition to the new Head Up Display, the dashboard now features a 12.3-inch multi-functional screen (530i and above, optional on 520d) that adapts to the selected drive mode. Eco Pro, for example, offers blue-lit displays that focus on efficient driving, while Sport engages red dials and a focus on revs and speed.

A full array of BMW ConnectedDrive services is fitted across the range, with access to BMW

Online and BMW Apps for seamless third-party app integration (for example, Spotify). The 4G-capable service also includes advanced real-time traffic information, intelligent emergency call, TeleServices, Concierge Services and phone app-based Remote Services.

Remote Services is particularly powerful, allowing the user to control key aspects of the vehicle while in a different location. Through the BMW Connected app, one can pre-condition the vehicle's cabin, lock or unlock the doors and flash the headlights. A Find Car function is also possible, meaning you'll never be stranded in a crowded car park again. Journey management is another highlight of



the BMW Connected app, enabling sending of destinations directly to the 5 Series' navigation system as well as integrating with your calendar and providing 'Time to Leave' notifications, ensuring you will make your next engagement on time.

Further advanced connectivity is realised when the BMW 5 Series is optioned with the Display Key. This device – which debuted with the 7 Series in 2015 – now takes things a step further by allowing access to BMW's Remote Parking functionality, a system that allows the driver to stand outside the vehicle while the car does the parking; particularly useful when navigating tight spaces.

Advanced construction, suspension and steering systems enhance dynamism

BMW's commitment to EfficientLightweight construction sees weight savings of up to 95kg when compared to an equivalent predecessor model.

The savings are made through intelligent

application of various materials that ensure optimum strength and rigidity while remaining lightweight, thus benefitting efficiency, dynamics and performance.

Extensive use of aluminium is evident in the shell's construction, with items such as the bonnet, front side panels, roof, doors, and bootlid constructed in the lightweight, strong material.

The suspension system also features extensive use of aluminium in its construction. A fixed suspension, providing a strong blend of ride and response, is fitted as standard to the BMW 520d. A 10mm-lower fixed M Sport suspension setup is also available for the 520d.

Both 530i and 530d gain the latest-generation Dynamic Damper Control as standard equipment, offering a choice of comfort or sports-oriented suspension settings at the touch of a button.

The advanced Adaptive Drive system is available as standard on the BMW 540i. This integrates the effective Dynamic Damper Control system with electrically-controlled roll stabilisation to ensure a superbly flat cornering stance.

Integral Active Steering, which allows a degree of active rear-wheel steering for exceptional agility and reduced steering effort at slower speeds, is also available across the range.

Newly-defined drive modes alter steering, suspension, gearshift and throttle settings to suit the driver's mood. Traditional Eco Pro, Comfort and Sport options remain, but these are augmented by the new Adaptive Mode, available as standard equipment from the 530i. This system uses sensor inputs and navigation data and varies the vehicle's responses to suit.

A sumptuous, spacious and sophisticated interior

Boasting improved interior space to the front and rear of the cabin, the new BMW 5 Series also takes occupant comfort to the next level.

Electrically-controlled Dakota leather seats with driver's memory function are standard for the 520d, as is a sports leather-trimmed steering wheel, fine-wood poplar grain interior finishers and Sensatec dashboard trim. Velour floor mats complete the picture.

Comfort access, an electrically-adjustable steering column and two-zone automatic climate control are also standard-fit, as is a 40:20:40 through-loading system for maximum convenience.

For entertainment, the DAB+-capable audio system features a 12-speaker HiFi system with 205W output and digital amplifiers

Stepping into 530i and 530d variants adds sports seating in Dakota leather (driver and front passenger) with seat heating and electric lumbar support. An anthracite roof liner sourced from BMW Individual's catalogue further lifts the ambience, as does the M leather steering wheel, while an automatic bootlid adds further convenience. Audiophiles will appreciate the 16-speaker harman/kardon system with its 600W capability.

The flagship 540i features comfort seats as standard, trimmed in exquisite Nappa leather upholstery. These seats also feature active seat ventilation and an electric sunroof also comes as standard. Ambient Air offers air ionisation and cabin personalisation by picking one of eight fresh scents, while privacy and additional sun protection is assured with an electric sunblind for the rear, as well as rear side blinds.



Classy exterior profile

The new BMW 5 Series combines restrained elegance with a taut, sporty stance.

Two traditional BMW design features, the side bead line and the distinctive 'Hofmeister' kink, have been linked for the first time. The bead line 'turns' as it cuts along the side profile, blending into the distinctive kink that highlights the c-pillar, while the lower rear wheel arches feature distinctive slats to extract air from the wheel arches.

It is also a master of function as well as form, with a drag co-efficient as low as 0.24 (on Australian variants), thanks to its wind-cheating design and functional attributes, such as the Active Air System that can close the kidney grilles (where additional cooling isn't required) to maximise airflow around the vehicle.

The exterior can also be tailored with a range of new-design light alloy wheel options and exterior lines, such as the satinated aluminium trims found on models equipped with the M Sport Package. This also brings the M Aerodynamic package for additional sports presence.

When compared to the predecessor model, the new BMW 5 Series offers a 7mm longer wheelbase (2975mm) for additional occupant space. It is also 37mm longer (4936mm), 6mm wider (1868mm) and 2mm taller (1466mm). Boot capacity has increased by 10L, to 530L.

Lighting provides a further signature to the BMW 5 Series, with full LED head lights and fog lights fitted as standard to the 520d. Moving into the 530i/530d brings Adaptive LED headlights which include BMW Selective Beam and High Beam Assist. Thus equipped, a light range of up to 500m is realised.

Straight to the Pool Room!

Written by Jenna Patan



It is almost 2 years to the day that I competed in my first BMWCCV club sprint day. There is a photo floating around and behind the cheesy grin was sheer terror - I remember it like it was yesterday! The first round was at Sydney Motorsport Park in completely unfamiliar territory. The good news was I didn't crash and I didn't embarrass myself. Phew!

So as the story goes, 12 months from that day I still loved being behind the wheel in an environment where you compete against yourself rather than the "door bashing" scenario of actual racing. I'll admit that the days are long and when the adrenaline wears off the crash is huge but between being tired and sore the thrill of driving is second to none for me.

There are no real restrictions on the kind of cars you can enter with, some people have race modified vehicles and others have their normal road cars. The important thing is to read the Regulations and to pick up the phone and call Graeme Bell if you have any questions relating to the event and what you need to do to ensure your car will be compliant.

A sprint day will have a limited number of cars on the track at one time and normally you get 4-5 sessions in a day. You are grouped based on your times and most of the time people are pretty good with finding their own space during a session. There are always people around to talk to and everyone is out there to improve on their times from the session before.

Phillip Island is my favourite track, not only for the location but because it is fast and presents a real challenge when you are trying to work out how you can possibly go as fast as someone else with a similar car (or in my case having to deal with Sean being so much faster than me in my own car. It might take me another 5 years but I will bridge the difference to a time I am less ashamed of). However I will say that when I started in 2015 my best time was a low 2:03 and in 2016 I was able to bring that down by a whopping 5.5 seconds. It showed me just how far I had come since that day in Sydney and the best part - I won my first championship!

I learnt so much and had so much fun competing in the 2015 and 2016 Championships that I ended up undertaking my CAMS Observed Licence Test and got my Provisional Circuit License. That enabled me to get on the track for the first time this year at Winton with my friends and family at E30 Racing - yes with a big giant red P Plate that I was so bloody proud of. I am also very lucky that I was selected to be a 2017 Penrite Oil Brand Ambassador which I am absolutely chuffed about.

The club runs a varied calendar of events in the Championship which includes Hill climbs, Motorkhana as well as the circuit sprints with the help of other clubs such as AROCA and WRX. They have some really great people involved in the Motorsport and Driver Training program so don't be afraid to come along because you could find yourself missing out on a really great time.

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Throw-back to maiden Nordschleife victory: Historic livery for BMW Team Schnitzer BMW M6 GT3

BMW PRESS CLUB



BMW Team Schnitzer can look back on an impressive history at the Nürburgring 24 Hours (GER).

Team principal Charly Lamm's (GER) crew has won the endurance classic in the Eifel Mountains five times in the past. To mark the team's return to the "Green Hell" this season, the number 43 BMW M6 GT3 will sport a special, historic design.

BMW Team Schnitzer wrote the first chapter of its glorious history at the Nürburgring 24 Hours back in 1989.

The team from Freilassing (GER) claimed its first overall victory at the endurance classic on the Nordschleife in the same year as it won its maiden DTM title.

After 143 laps of racing, eventual DTM champion Roberto Ravaglia, Emanuele Pirro (both ITA) and Fabien Giroix (FRA) crossed the finish line first in the iconic BMW M3 E30.

In memory of this success BMW Team Schnitzer will return to the Eifel track in 2017 with one of the two BMW M6 GT3s sporting the same historic design as the winning car from 1989.

This is a particularly special honour for Charly Lamm, who was team principal when BMW Team Schnitzer claimed its first major Nordschleife success – a role he still occupies today: "BMW Motorsport has a big tradition in motor racing, and we have been fortunate to work together for many decades.

The historic livery on the BMW M6 GT3 is a nice throw-back to our first victory – one we are

very proud of. The stripes in the classic BMW Motorsport colours, in particular, evoke a lot of memories among the many BMW fans in the Eifel region and give us extra motivation to do everything in our power to get a good result on our return to the Nordschleife."

Lamm still has fond memories of that first victory in 1989: "We were competing in both the DTM and the 24-hour race on the same weekend. Our drivers did a perfect job, as did the entire team. It was a fantastic race and a really emotional experience for the whole team."

Just two years later, BMW Team Schnitzer added a second success. In 1991, Armin Hahne, Joachim Winkelhock (both GER) and Kris Nissen (DEN) were victorious – again at the wheel of the BMW M3 E30, which took overall victory in the four consecutive years from 1989 to 1992.

The car remains by far the most successful touring car ever fielded by BMW Motorsport. It made its DTM debut in 1987 and propelled Eric van de Poele (BEL) to the title at the first attempt. Ravaglia was also crowned world touring car champion with the BMW M3 E30 in the same year. In total, the car has 41 DTM race wins to its name.

BMW Team Schnitzer claimed overall victory at the Nürburgring 24 Hours on a further three occasions: in 2004 and 2005 with the BMW M3 GTR and most recently with the BMW M3 GT2 in 2010.

In 2017, the team lines up with two BMW M6 GT3s and top-class drivers. Reigning DTM champion Marco Wittmann (GER) will be joined by fellow DTM drivers Augusto Farfus (BRA) and Tom Blomqvist (GBR).

Also in action will be BMW works drivers Martin Tomczyk (GER) and António Félix da Costa (POR), as well as two newcomers to the BMW fold, Timo Scheider (GER) and Alex Lynn (GBR).

Farfus, Félix da Costa, Scheider and Lynn will share the driving duties in the car with the historic livery. Fans will get their first glimpse of this very special

BMW M6 GT3 in action at the qualifying race for the Nürburgring 24 Hours.

The 45th staging of the classic endurance race will take place on 27th and 28th May 2017.

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2016 BMWCCV Clubsport Championship

Class Results

Class A - Standard Under 2 Litre

Competitor	Car #	Vehicle	Class	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Total	Pos.
Ashlea Caldwell	18	BMW E46 318ti	A	8				8	1
Andrew Burke	46	BMW E30 318iS	A			8		8	1

Class B - Modified Under 2 Litre

Competitor	Car #	Vehicle	Class	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Total	Pos.
Adrian Read	149	Mini Cooper S	B				9	9	1
Tania Simpson	49	Mini Cooper S	B				8	8	2

Class D - Modified 2 - 3 Litre

Competitor	Car #	Vehicle	Class	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Total	Pos.
Louise Forrest	41	BMW E30 325i	D			9	9	18	1
Rod Smith	15	BMW E30	D				10	10	2
Barry Gorman	7	BMW E36	D		8			8	3
Steve Conolly	122	BMW E30 325i	D			8		8	3
James Smith	5	BMW E30	D				8	8	3

Class G - Standard M

Competitor	Car #	Vehicle	Class	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Total	Pos.
Ian Round	6	BMW Z4M	G				8	8	1

Class H - Modified M

Competitor	Car #	Vehicle	Class	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Total	Pos.
Steven Niesner	20	BMW M3	H				9	9	1
Peter Knight	3	BMW E30 M3	H		8			8	2
Nigel Wright	36	BMW M3	H			8		8	2
Sally-Anne Hains	50	BMW E46 M3 CSL	H				8	8	2

Class I - Racing Under 3 Litre

Competitor	Car #	Vehicle	Class	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Total	Pos.
Jenna Patan	85	BMW E30R	I	9	8	6	6	29	1
Paul Kertes	42	BMW E30R	I		10	10	8	28	2
Jim West	168	BMW E30R	I		7	7		14	3
Chris Bell	29	BMW E30R	I				10	10	4
Matt O'Neill	303	BMW E30R	I		9			9	5
George Clark	33	BMW E30R	I			9		9	5
Graeme Bell	129	BMW E30R	I				9	9	5
Steven Webb	323	BMW 323i	I	8				8	8
Jessica Bell	30	BMW E30R	I			8		8	8
Sean Bell	185	BMW E30R	I				7	7	10
Mike Whitford	162	BMW E30R	I			5		5	11
Rory Plant	25	BMW E30R	I				5	5	11
Michael Monshing	47	BMW E30R	I			4		4	13

Class J - Racing Over 3 Litre

Competitor	Car #	Vehicle	Class	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Total	Pos.
Greg Adshead	84	BMW E46 M3	J	8	8			16	1
Keith Olsen	50	BMW E92 M3	J		10			10	2
Yuanrui Li	32	BMW E82 1M	J		9			9	3
Laurie Weston	31	BMW E36 M3	J				8	8	4

2016 BMWCCV Clubsport Championship Overall Results

In 2016 the BMWCCV Clubsport Championship ran over four rounds at Broadford, Phillip Island, Sandown and Winton respectively. Congratulations to Jenna Patan for winning her first championship!

Be sure to keep an eye on the calendar, social media and our website to stay up to date with our 2017 Clubsport Championship.

For any information on our Clubsport Championship contact Graeme Bell: motorsport@bmwccv.com.au

Competitor	Car #	Vehicle	Class	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Total	Pos.
Jenna Patan	85	BMW E30R	I	9	8	6	6	29	1
Paul Kertes	42	BMW E30R	I		10	10	8	28	2
Louise Forrest	41	BMW E30 325i	D			9	9	18	3
Greg Adshead	84	BMW E46 M3	J	8	8			16	4
Jim West	168	BMW E30R	I		7	7		14	5
Keith Olsen	50	BMW E92 M3	J		10			10	6
Chris Bell	29	BMW E30R	I				10	10	6
Rod Smith	15	BMW E30	D				10	10	6
Yuanrui Li	32	BMW E82 1M	J		9			9	9
Matt O'Neill	303	BMW E30R	I		9			9	9
George Clark	33	BMW E30R	I			9		9	9
Graeme Bell	129	BMW E30R	I				9	9	9
Steven Niesner	20	BMW M3	H				9	9	9
Adrian Read	149	Mini Cooper S	B				9	9	9
Ashlea Caldwell	18	BMW E46 318ti	A	8				8	15
Steven Webb	323	BMW 323i	I	8				8	15
Barry Gorman	7	BMW E36	D		8			8	15
Peter Knight	3	BMW E30 M3	H		8			8	15
Jessica Bell	30	BMW E30R	I			8		8	15
Steve Conolly	122	BMW E30 325i	D			8		8	15
Nigel Wright	36	BMW M3	H			8		8	15
Andrew Burke	46	BMW E30 318iS	A			8		8	15
Laurie Weston	31	BMW E36 M3	J				8	8	15
Sally-Anne Hains	50	BMW E46 M3 CSL	H				8	8	15
James Smith	5	BMW E30	D				8	8	15
Tania Simpson	49	Mini Cooper S	B				8	8	15
Ian Round	6	BMW Z4M	G				8	8	15
Sean Bell	185	BMW E30R	I				7	7	28
Mike Whitford	162	BMW E30R	I			5		5	29
Rory Plant	25	BMW E30R	I				5	5	29
Michael Monshing	47	BMW E30R	I			4		4	31



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Competitor	Car #	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Dropped round	Total	Pos.
Sean Bell	1	25							25	1
Jess Bell	30	22							22	2
Glenn Potter	66	20							20	3
Michael Holdcroft	99	18							18	4
Tim Freeman	78	18							18	4
Alex Jory	22	15							15	6
Michael Whitford	62	15							15	6
Jenna Patan	85	15							15	6
Chris Bell	29	12							12	9
Rodney Potter	88	11							11	10
Geoff Bowles	24	10							10	11
Rory Plant	12	10							10	11
Donovan Mollenhagen	25	0							0	0



Welcome to all our new BMWCCV members

Ashil Gupta	750li	
Andrew Wood	X5	
Simon Gaites	325i Conv	
Michael Pigatto	Z3	1997
Bruce Greaves	635csi E24	
Terry Bowe	535iM	1986
Paul Bygrave	E46 M3 Conv	2005
Tony Likousis	525 M Sport E28	1987
Jeremy Payne	E30	
Rob Taber	M5	1990
Matthew Healey	E46 320i	2004
Ian McDonald	M3	2016
	X3 30D	
Subha Naidu	M535i E28	
	E30 M3	
Sally Smith	318i	1986
Michael & Tahnii Vesper	M5 E60	
	X5 50i	
Ben Schulz-Dahlenburg	325i Conv	1988
Luke Coppens	X3 20d	2015
	335i Coupe	2006
Judy Roach	E30 318is Coupe	1991
Minfang Duan	328is F30	2012
Rohan Harrap	X5M	2016
Mark McDermott	M2	2016
Andy Siswojo	M2	2016
Peter Kladouris	M3 F80	2016
Rob Thomsom	M2	2016
Tom Williams	M3	2016
Brian Walsh	M2	2016
Brian Walsh	M2	2016
Rick Verloop	M3 Comp	2016
Mark Stevens	M2	2016
Greg May	X5	2016

Jason Gibson	E60 M5	2005
	E70 X5	2009
	E34 535i	1991
Alfie Lagos	M3	
Scott Nicolai	E#0 316 Touring	1992
	325e E30 Coupe	1986
Frank Sankovic	E21 Baur	1982
Mark Townley	335i M Sport Conv	2012
Shane King	733i E23	1979
	E34 Touring	
Bruce Jenkinson	M2	2016
Stephen Moody	320i F30 M Sport	2016
Julius Roschach	328i	1995
David Dixon	X1 Drive 25i F48	2016
	X5 M50d F15	2017
Eduardo Greco	E36 M3	1999
Ben House	M5	2001
Ash Ali	Z4	2016
Stanko Pezic	2002	1975
Marie & Jerome Daly	E39 525i	1997
Abdul Niazi	E30	323i
Anthony Marchesani	JPS E30 323	1985
	328i E36	1998
	E35 218ti	1999
Marc Lardo	530i	
Jack Creelman	318is E30	1990
Gary Conway	330ci	2003
	635csi	1984
Alf Dellorso	M3	2016
Peter Vawdrey	318is E30	1991
Bill Hamilton	M3 E30	1988
Sam McMahon	2002	1974
James Wozny	E30 318i	1989
Richard Wix	318	1986

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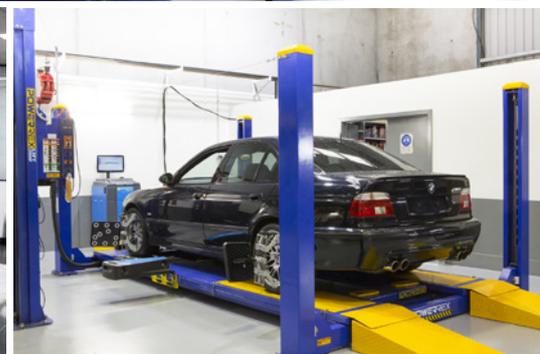
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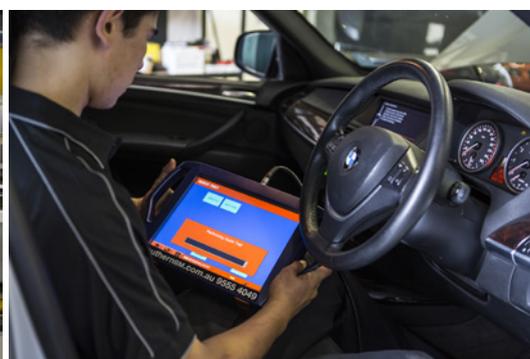
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