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From the President

We are now well into the winter months, however there's no excuse for not getting your BMW out for a drive! We have several drive days, driver training and sprints planned for the coming months, check out all the club events on our website at: http://www.bmwccv.com.au/calendar/

By the time you read this we will have had our first members meeting at Shannons new facility in Heatherton.

Our second meeting there on 7 August will feature a display of 8 Series, coinciding with the first official launch event for our 'M8s with 8s' - 8 Series club register, ably led by Register Captain and 8 Series aficionado, Theo Hoffs.

This is part of our new initiative to establish Club Registers as interest groups within the BMWCCV, to foster the enjoyment of a specific BMW model-group.

We are looking to establish new registers over the next few months, if this is something you are interested in please contact the committee.

On another issue, our annual AGM is fast approaching on 4 September. As per our constitution all committee members are required to retire at the AGM and are then eligible for re-election *(a copy of our constitution is available on our website).*

Accordingly, all committee positions are available to any member who has been a full member for at least 12 months. I would encourage members who may have an interest in becoming involved on the committee to give this some consideration.

One of the many reasons for our continued success is our hard-working committee. We have a very dedicated team that puts countless hours into running the club and making it what it has become and I thank them for their tireless efforts throughout the year!

If you have an interest in joining the committee and would consider doing so please give me a call to discuss further.

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

Rodney Smith
BMWCCV PRESIDENT

Index

What's On	5
Notice of 2017 AGM	6
Jamieson Run	7
The "Unofficial" Birthday of BMW	8
An Impromptu Evening in South Yarra	10
Founders Dinner	12
Tour of Tasmania 2017 Information	14
Toolangi Mid-Week Cruise	18
A Short History of Bob Lutz's Contribution to BMW	20
Berwick to Healesville Drive	34
National Aviation Museum	24
Geelong Drive	25
Road Trip to the 2017 BMW Clubs Nationals, Brisbane	26
Sandown Sprint	29
E30 Racing Championship Results	30
New Members	31
Club Services	32

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What's On

Date	Event	Location
2017		
2 August	Members Meeting	SRM BMW
7 August	Members Meeting - special guests "M8s with 8s"	Shannons Insurance
18 - 19 August	E30 Round 4	Phillip Island
27 August	Car Display - German Auto Fest	Melbourne
4 September	AGM	Shannons Insurance
23 - 24 September	E30 Round 5	Winton Motor Raceway
2 October	Members Meeting	Shannons Insurance
8 October	Driver Training	Winton Motor Raceway
13 - 15 October	10 Hour Relay Race	Winton Motor Raceway
3 - 8 November	Tour of Tasmania	Tasmania
4 - 5 November	E30 Round 6	Sandown Raceway
25 November	Come and Try Day	Sandown Raceway
26 November	Car Display	Geelong Revival
2019		
19 - 22 April	BMW Clubs Nationals	Melbourne

We are very excited to announce that the BMWCCV now have a home at Shannons Insurance, 40 Corporate Drive, Heatherton.

Each month will be something new and to kick things off in August we are featuring M8s with 8s, where the 8 series register will be bringing along some of their amazing vehicles to showcase them for all of us.

We look forward to running feature nights, having guest speakers and just casual nights where we can all catch up, have a coffee and a bite to eat.

As normal we will be sending out alerts updating you on what the next feature night will be and light refreshments will be served at these meetings, so registration is required so we know how many we will be catering for. There is plenty of on and off street parking.

If you have any suggestions for a feature night please email events@bmwccv.com.au

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.

BMW CAR CLUB VICTORIA INC.

Notice of 2017 Annual General Meeting

Dear Club Member,

I am pleased to advise that the 2017 Annual General Meeting of the BMW Car Club Victoria Inc. will be held at 8pm on Monday 4th September 2017 at the Shannons Facility, 40 Corporate Dve, Heatherton.

The agenda for the Annual General Meeting shall be:

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

During the Annual General Meeting, an election will take place to appoint the President and Committee for the 2017-2018 year.

Only financial members as at Friday 1st September 2017 are eligible to vote.

If you are unable to attend the AGM, you may choose to nominate a proxy to vote on your behalf or send a postal vote, however these need to be lodged with the Secretary no less than 48 hours prior to the AGM.

I encourage you to attend the AGM and vote for the President and Committee of Management for the 2017-2018 year.

Kind Regards,

Tony Whelan,
Secretary/Public Officer.

Jamieson Run

22 April 2017

Written by Simon de Lisle

At 8:15 on a Saturday morning, a bleary-eyed crew assembled in the McDonalds at Lilydale. A few Maccas coffees later, we were sufficiently awake to start the drive. But the early-ish start paid dividends later, as we had a great run with traffic on the mountain road.

Age-wise, the group of vehicles was bookended by an E24 6 Series and an F33 4 Series. The other cars included a Z4M, an M5 and a pair of 335i's. Plus, their wonderful occupants of course, which is what really made the day special.

It says something about a drive when the Black Spur is merely a way to get to the highlight of the day! Despite the traffic and the wet road, it remains a beautiful drive.

In Taggarty, the Lindsay/Klint family joined us, bringing along their E30 plus an honorary “BMW Sigma”. We then enjoyed a quick break at the picturesque Lake Eildon, which I have not seen this full in many years.

Soon after leaving Eildon, we were greeted by a brilliant windy road. It is very tight and twisty, and surrounded by beautiful scenery. And, in our case, a soundtrack of (mostly) straight-six engines singing their song. The road was damp in places, which kept us on our toes. Plus the corners were not signposted, so one was never sure if the upcoming corner was a gentle kink or a tight hairpin. It was a stunning drive.

The trip was planned to coincide with the Jamieson Autumn Festival, so there was plenty to experience once we arrived at the end of the drive. Jams and chutneys were purchased, some sampled the famous Jamieson pie shop, some enjoyed a huge lamb brisket, and a brave Ewen sampled the strawberry beer (never again, I'm told!). The festival included a little car show, although our own collection was probably more impressive.

Thanks to Jo and Graeme, who planned the drive (you'll have to join us next year!). And thanks to everyone who attended. Special Thank you to Peter Williams for the drive instructions.

The "unofficial" Birthday of BMW

Written by: Lawrence Glynn

July 21 1917 is the "unofficial" birthday of BMW – this year being its 100th birthday.

If you are slightly confused, because BMW celebrated 100 years last year, let me explain.

7 March 1916 is the date BMW have chosen to be their "official" birthday. Like the Queen's birthday, it is not the real (or unofficial) birthday.
BMW was registered as a company on July 21 1917 by Franz Joseph Popp (pictured left), an Austrian military engineer/supervisor who was sent to the unreliable Rapp Motor Works in Munich to oversee the production of 224 Type IIIa aero engines to the Austro-Daimler design badly needed for the war effort.

Popp enlisted ex Daimler engineer Max Friz who had developed a carburettor design which would fly higher (a key military advantage to this day) and use less fuel. Tests proved this to be so Popp decided to build some Type IIIa to this new design.

He knew that no one wanted engines with the Rapp name on them so he changed the name of the company to Bavarian Motor Works, taking on the imprimatur of the regional government and adopting the white and blue state colours (the quartered white and blue fields were reversed for legal reasons) which, applied to the existing Rapp Motor Works roundel logo, makes the BMW roundel we know today.

This became the engine of choice and BMW were contracted to supply 2,000 units with a further 700 built under licence by Opel.

The March 1916 date comes from a takeover made after WW1, a period when BMW was prevented from making military engines so they tried to convert the surplus aero engine parts into car, truck and boat engines. This was not enough and the company was suspended, bankrupt really, from 6 November 1918 to 1 February 1919.

BMW turned to motorcycle engine manufacturing, building a smooth operating horizontally opposed engine to keep the centre of mass low and thus make a more responsive machine. The engine was well received but the motorcycles made using it were not and sold slowly. Popp had to branch out again and BMW became a sub-contract manufacturer for braking system manufacturer Knorr Bremse.

The major shareholder in BMW, Vienna based Italian speculator Camillo Castiglionli, sold all of

Rapp BMW circa 1917 factory

his shares to Knorr Bremse in May 1920, who then acquired the remaining shares to make BMW a wholly owned subsidiary still run by Popp.

Less than two years later Popp persuaded Castiglionli buy back the BMW company name and buy the Bavarian Aircraft Works for its production site on the other side of the air field in order to build a Porsche designed sports car.

Bavarian Aircraft Works was founded on 7 March 1916 by Gustav Otto, the son of Nikolaus Otto the inventor of the 4 stroke internal combustion engine still in use today, to build aircraft. Otto left the company not long after it was formed and it went downhill pretty quickly, laying bankrupt from 1918.

There are no records of any of the Porsche based cars being made, instead they made the legendary R32 shaft drive motorcycle, featuring an integrated gearbox, recirculating rather than total loss lubrication and with the cylinder heads poking out for cooling.

In 2014 BMW purchased from Knorr Bremse the very site where BMW first made aero engines, returning in March 2016 to its 1917 base now the home of BMW Classic (pictured below).

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An Impromptu Evening in South Yarra

Written by: Jason Gibson

Having been a BMW owner in one form or another for the past six years, I thought it high time that I should join the BMW Car Club of Victoria, especially as I had just recently acquired one of my dream cars in the form of an E60 M5.

I was not really sure of what to expect from the club at first. I am glad to say I have been pleasantly surprised by how active it appears to be. I have taken part in a number of events since joining, and have thoroughly enjoyed each one. Being able to meet like-minded people that share a passion brings an added dimension that makes more tangible what I believe BMW's philosophy is all about:–

> *Driver satisfaction.* Regardless of what his or her needs or whim of the moment may be. The application of technology to bridge the gap between two often disparate worlds. One of intellect, relaxation and luxurious contentment. The other of excitement and the purely visceral experience.

As a new member I took heed of the advice offered by Rodney Smith, Club President, in his welcome letter, "… it is up to you, the new member to make that effort to join in", is his statement.

True words, in almost every facet of life. So I paid careful attention to the website, and in particular club emails. One of which was Rod's 7am request for urgent assistance from E60 owners. Apparently a pre-arranged display car for South Yarra BMW's G30 5 Series Launch Event was no longer available, and that very event was taking place shortly, some 12 hours hence. I immediately seized upon the invitation to assist without thought of any kind of compensation other than the satisfaction of having my recently acquired pride and joy on display alongside other great BMWs in one of the most prestigious dealerships in the country.

I was put in contact with Matt Taylor, Marketing Manager of South Yarra BMW. During the subsequent phone call he and I worked out the logistics of getting my M5 from secure storage to the dealership with minimum fuss. I was also informed that in addition to an invite to the event, I was to be loaned a brand new F20 for the day, as well as the new G30 for a weekend. In keeping with the actual definition of the word, awesome!

I guess "minimum fuss" is a relative term. I traded my normal commute to work for an intricate and delicately timed shuffle of vehicles. Once out into the garage I walked past my E34 535i M sport, currently being pampered on axle stands and got into an E70 X5 M sport for the 50 minute journey from my humble abode on the Mornington Peninsula to secure storage in Cheltenham. Once there, I swapped keys and seated myself in the E60 M5. It simply is not possible to stop smiling when you are behind the wheel of this particular embodiment of BMW philosophy. That little ///M button, never more than an inch or two from your right thumb, empowering you to switch effortlessly between the extremes of those two disparate worlds. Onwards to South Yarra, in peak hour traffic, the M5 providing an almost hermetically sealed cocoon of happiness and satisfaction.

Upon arrival at the dealership I was greeted enthusiastically by Matt, provided with coffee, more keys and their associated vehicle. Being that time was in short supply for both of us we kept discussion to a practical minimum, Matt still taking the time to assure me that my new acquisition would be well treated during its stay. With that I was off into my loan car, and onwards to work.

F20 118i – later in the day after work

Although smaller than anything I am used to, this car made an immediate impression of comfort and competence. I spent quite a bit of time playing with all the various options the newer CIC-HIGH based iDrive had to offer. The car impressed further late in the day. Whilst on the way back to South Yarra for the event itself, we encountered a rain storm heavy enough to have a significant percentage of drivers seeking "safety" on the side of the road. The little F20 handled it with ease, no issues of visibility or stability.

Upon arrival at the launch I was of course eager to see where my car had been placed for the evening. After being greeted at the door by members of the South Yarra BMW team we were ushered inside and provided with aperitifs.

My E60, it turns out, had taken its place in the middle of a legacy display of 5 series cars from the last 20 years.

From Left to Right: F10, E60, E39

Despite the fact that my car had been detailed for display in the BMWCCV paddock at the Phillip Island Classic Festival of Motor Sport just 2 days prior, the SYBMW team had gone over it again with a wax and polish. I doubt the car had looked this good since it was part of the E60 M5 launch at BMW HO Springvale in 2005.

My latest acquisition - 2005 M5, Interlagos Blue

The car everyone was here to see was the new 5 series, the G30. There were 4 of them on display covering the variants available at time of launch, all of them sedans: 520d, 530i, 530d and 540i. Including a mixture of 4 and 6 cylinder engines in both petrol and diesel guise. The main focus of this new model appears to be automation and driver interface technology. I haven't yet had the opportunity to try out the driving automation but the interface is intuitive and well thought out.

The new G30 540i with matte red wrap

As we settled in to the evening my wife and I enjoyed the wonderful food and drink on offer whilst engaging various fellow attendees in conversation about all the cars present, the event itself, and sundry subjects of mutual interest. A magician who turned out to be quite entertaining with rabbits, hats and such was roaming the crowd of invitees providing much delight.

An i8 was also on display

The obligatory speeches from BMW brass and the dealer principal were given, at the conclusion of which we were treated to a fantastic little surprise. Although this was supposed to be the launch of the G30, the G12 now stole the show. Not officially launched for another 2 months, and the only example in Australia, I briefly got my mitts on the m760Li x-drive V12 600hp limo that rockets to 100kph in 3.7 sec. I cannot wait to be the 3rd owner of one of these cars.

The all new G12 m760Li Xdrive arrives on the scene

My beloved M5 was returned to us at the door of the showroom at the conclusion of the evenings proceeding by a gracious Matt Taylor and we turned our thoughts toward the journey home.

The entire experience was one that will be hard to forget. So many great cars in the one day, the hospitality provided by the South Yarra BMW team is simply top notch. My pride and joy was treated with total reverence. The food was delicious, the drink plentiful and the staff totally professional. Well done to the entire South Yarra BMW team!

I now look forward more than ever to the next club event I am able to take part in. I feel privileged to be a member of the BMWCCV.

The Author is an I.T. Project Manager by profession who is a self-confessed car enthusiast in his spare time. His obsession with BMW vehicles began in late 2010 with the purchase of a 1989 E34 525i. He is now the proud owner of three of the vehicles mentioned in the piece above:

1991 E34 535i m sport – Kaschmir / Parchment
2005 E60 M5 – Interlagos Blue / Silverstone Grey
2009 E70 X5 m sport - Schwartz Sapphire / Nevada

Founders Dinner - Casino Royale

17 June 2017

Written by: Jo Mawson

17 June 2017 was the Casino Royale Founders Event at the Riversdale Golf Club.

Valet parking was arranged with Chris Bell and Josh Williamson escorting our members into the venue and parking their cars for them. Jess Bell was waiting in the foyer to take photos with the 007 Banner which looked amazing. Everyone looked so great with the woman all in their Cocktail dresses and the men in Black Tie and 2 very dashing men in full Scottish Dress Kilt (Graeme Bell and Ewen McConchie).

Cocktails and canapés flowed and before the events started we had a small presentation to the Life Time members.

Once the gaming tables open you could hear the laughter and some of the names on the leader board were a little risqué but all in the keeping of the theme of the night.

Food, fun, drinks and laughter were the theme of the night and lots of prizes were won throughout the evening with the large spinning wheel raffle.

I would like the thank Doncaster BMW for their generous donations and Aisin Oil for their fantastic gift pack.

The Highest Roller for the night was Cindy How followed by a very close second Shane King.
I would like to thank all involved in helping make this night the success it was.

Head over to www.imajess.com.au to see all the photos from the night!

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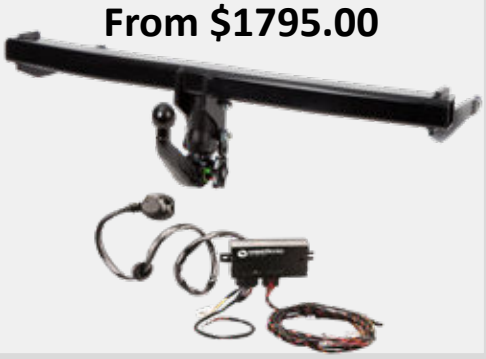

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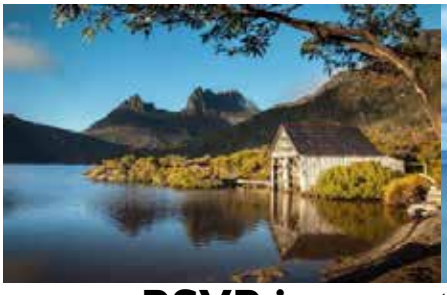
BMTech

Join us for Melbourne Cup Weekend

Tour of Tasmania 2017

Friday 3rd November – Wednesday 8th November, 2017.
All Members, Family and Friends are invited to join us on the
BMWCCV Melbourne Cup Long Weekend Tour of Tasmania 2017
Including return crossing with a cabin and car space on Spirit of Tasmania,
accommodation of 2 nights at Henry Jones Art Hotel Hobart and 1 night at Freycinet Lodge.
Cost $1,990/person twin share basis for accommodation, main meals and tours.
See proposed itinerary for further details. Can be paid for by instalments.

Option of extended trip Wednesday 8th – Sunday 12th November, 2017.
Including accommodation 1 night each at Country Club Villas Launceston
& Cradle Mountain Hotel and 2 nights at Stanley Village Motel.
Total Cost $2,925/person twin share basis for accommodation, main meals & tours.
See proposed itinerary for further details. Can be paid for by instalments.



RSVP is essential and $100.00 deposit required by
4th September 2017 with full payment by 16th October 2017

Please log on to www.bmwccv.wildapricot.org/ to book.

Itinerary

4 Day, 5 Night Tour

Friday, 3 November 2017 (Evening)
Sail across to Tasmania on the Spirit of Tasmania.

Saturday, 4 November 2017
Breakfast at Raspberry Farm.
Drive to Hobart via Great Lake and tour Nant Distillery followed by a light lunch at one of the Salamanca Market Cafes and some exploring through the markets.
Dinner and stay at the Henry Jones Art Hotel.

Sunday, 5 November 2017
Drive to Huongville for Tahune Tree Walk.
Lunch at the Tahune Tree Walk Cafe.
Drive back to the hotel via Cygnet, Kettering and Kingston.
Dinner and stay at the Henry Jones Art Hotel.

Monday, 6 November 2017
Spend the morning at MONA with a light lunch.
Drive to Freycinet and Wine Glass Bay lookout via Richmond.
Dinner and stay at Freycinet Lodge.

Tuesday, 7 November 2017
Drive to St Helens and Scottsdale via Elephant Pass.
Melbourne Cup luncheon at Tamar Valley Winery
Drive to the Spirit of Tasmania to travel home overnight.

Wednesday, 8 November 2017 (Morning)
Arrive back in Melbourne.

4 Day, 5 Night Tour Extension

Tuesday, 7 November 2017
Instead of catching the Spirit of Tasmania home, dinner and stay at the Launceston Country Club Villas.

Wednesday, 8 November 2017
Spend the morning at Hazelnut at Hagley and Mole Creek cave tours.
Lunch at Cafe at Sheffield, the town of murals
Drive to Cradle Mountain to view Wilderness Gallery.
Dinner and stay at Cradle Mountain Hotel.

Thursday, 9 November 2017
Drive to Cradle Mountain to walk around Dove Lake followed by a light lunch at Cradle Mountain Hotel.
Drive to Stanley via Hellyer Gorge with dinner and stay at the Stanley Village Motel.

Friday, 10 November 2017
Drive to Arthur River for a cruise on Arthur River.
Drive back to Stanley for dinner and stay another night at Stanley Village Motel.

Saturday, 11 November 2017
Chairlift to the Nut then drive to Wynyard with a light lunch at Seabreeze Cafe Boat harbour.
Drive to Devenport via Table Cape Lookout and board the Spirit of Tasmania to travel home.

Sunday, 12 November 2017 (Morning)
Arrive back in Melbourne.

Pricing Options are based on *per person twin share* basis and include return voyage on Spirit of Tasmania with accommodation in an Inside Cabin, 1 car space per couple, accommodation as listed, evening dinners as listed, full breakfasts, lunches as listed and entry to Nant Distillery, Tahune Tree Walk, MONA and the Hazelnut, Mole Creek Cave tours & Arthur River Cruise on the extended tour.

Note: Petrol, All Drinks, Morning/Afternoon Teas and Travel Insurance (recommended) are not included in pricing.

4 Day 5 Night Tour $1,990.00 per person twin share

8 Day 9 Night Tour $2,925.00 per person twin share

Extra for porthole cabin on Spirit of Tasmania $48.00 per person return

Extra for single person/car on Spirit of Tasmania $89.00 per car

Any questions? Contact Tony Whelan: 0418 509 171 or secretary@bmwccv.com.au

VIC E821M

BMW 1M

Detailed by Dan's Garage Detailing

Photographed by **Leigh Kelly**

MINAMI MEDIA + PRODUCTION

Toolangi Mid-Week Cruise

18 May 2017

Written by David Lumb

This was perhaps the first mid-week cruise that has been run by BMWCCV, at least whilst I have been a member. Most day cruises are run on Sundays. Several club members thought that there might be sufficient member interest to trial a mid-week event and the option was put to and supported by the Committee.

Stewart Adam and I volunteered to map out a route and to organise the morning coffee and lunch venue. The Committee advertised the event and organized the` Cams permit.

15 cars ranging from early to modern BMs and 23 members attended, some were retirees, some were part time workers and still others had organized a day off work. No names mentioned here as what happens on the cruise stays on the cruise.

The starting location and meet up time was 9:45am at the Mullum Mullum Reserve in Donvale. The later than normal start time was to try to avoid attendees having to contend with morning weekday peak hour traffic.

I led the convoy off at 10am, Stewart was the follow up last car and we kept in contact via Stewart's 2 way radios.

There were many twisty bits and some intersections where it would have been easy to get disoriented if not following the maps provided. But all attendees did the right thing and watched out for the car behind and everyone arrived safely in convoy, having completed the designated and picturesque route.

The Autumn weather was perfect for the drive through the King Lake/ Toolangi State Forest areas with magnificent valley views and great driving roads. There was a short stop for morning coffee at King Lake bakery and a scenic stop at the Yan Yean Reservoir Park. Lunch at the Toolangi Tavern topped off an excellent day.

Feedback from the attendees was very positive with comments such as:

- It was great to be able to go on a week day car club run as we have family work commitments on weekends and can't often go to the Sunday cruises
- We really enjoyed being on the country roads without the 'Sunday drivers' and with minimal traffic
- It's really nice to be able to have lunch at a great spot with the best table views and it not be packed out with weekend tourists
- When's the next one!

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A Short History of Bob Lutz's Contribution to BMW

Written by: Stewart Adam, Ph.D.

With the demise of the local motor-vehicle manufacturing industry in Australia, those who might have purchased a General Motors Holden Commodore, Ford Falcon or Toyota Aurion six-cylinder sedan or estate (station wagon) are faced with a quandary. While these brands continued as imports, and their product lineups at dealerships seemed to grow rather than contract, many people now turn to European imports made by large global companies, such as Audi, BMW, Mercedes-Benz and Volkswagen. Those wanting the ubiquitous ute (utility) could choose either a Volkswagen Amarok or otherwise need to think in terms of one of the major Japanese or Chinese brands. By 2015, even the Australian prime minister was being ferried about in a BMW 7 Series and an armoured BMW X5 (Commonwealth Car Fleet cars (COMCAR)) – no Holden Caprice vehicles were used after 2014. The New Zealand prime minister and ministers of the Crown had already switched to BMW 7 Series sedans.

Bayerische Motoren Werke AG (BMW) can trace its history back to 7 March 1916 and the manufacture of aero engines in Germany. The BMW emblem began to be used in 1917 and featured the Bavarian state colours. The roundel has changed in style but not substance over the intervening years. It was not until 1918 that the letters BMW were included in the company name when BMW AG was formed (AG indicates a public company, whereas GmbH indicates a private limited company).

The company began manufacturing motor vehicles in 1928 by purchasing another company. However, while it made various models under

licence, it was not until 1932 that the company manufactured cars using its own designs. In 1933, BMW introduced the 303, the first model to use the distinctive kidney grille. The company announced its first complete motorcycle in 1932 – BMW Motorrad model R 32 – with its boxer engine. It continues to build motorcycles with longitudinally positioned cylinders and drive shaft to this day.

From 1933, aircraft construction received German government support, and this aided BMW AG. During the World War II, BMW almost exclusively built aircraft engines for the German Air Force and, regrettably, used forced labour in doing so. The company's plants were dismantled at the end of the war and so too its machines, which were then stripped and shipped to other countries as war reparations.

The first motorcycle to exit a BMW factory after the war was the R 24, which was manufactured from 1945 to 1948. The first post-war motor car was the 501, which used a modified version of the six-cylinder engine used in the 326 before the war. The motorcycle was a success, but the car was not.

Daimler-Benz attempted to acquire BMW in 1959. However, small shareholders and the workforce rejected the offer to restructure the business. The government provided some financial assistance, and BMW was restructured under the majority shareholding and management of wealthy industrialist, Herbert Quandt. Much has been written concerning how the Quandt family initially acquired its wealth during World War II but, for the purpose of this article, we will put that part of history to the side, and turn instead to 1961 and the release of the 1500 model at the Frankfurt Motor Show.

Once again, the kidney grille was used to set BMW and its cars apart from the pack. New plant and equipment came to the fore as motor vehicle production increased in the 1960s.

In 1972, BMW established its motorsport division with a separate subsidiary – BMW Motorsport GmbH. The company went on to build new administrative buildings in Munich – four towers now known as 'the four-cylinder building' – with the BMW Museum housed next door.

By 1973, the company's executive vice president of sales, and a member of the board of management, was the automotive legend Bob Lutz, and he is credited with many developments at BMW that helped lift the brand's profile. A former US Marine Corps pilot, Lutz was a strong character who had honed his skills in executive positions at Ford Motor Company, the former Chrysler Corporation and General Motors. Some of these developments include retaining the kidney grilles that are used to this day; modernising the motor vehicle designs (even using General Motors staff behind the scenes in the clay-modelling process on the 3 Series); helping in the development of BMW motorcycle strategies; setting up a company-owned sales division and setting up separate subsidiary companies to sell BMWs in many countries – particularly in the United States; bringing the design of BMWs in-house (from Bertone), starting with the 3 Series; helping to tailor the positioning statement 'The Ultimate Driving Machine', which the company still uses today; and turning the company away from its 'crazy, illogical naming mishmash' in favour of the 3-5-7 naming strategy, which the company has since developed into 1-2-3-4-5-6-7-8. Bob Lutz achieved all this in just three years, after which he left BMW as he could not see himself achieving the position of BMW Chairman. Lutz retired in 2010 as Vice-Chairman of General Motors.

It was Bob Lutz's view that, 'In the '50s, '60s, '70s, '80s and '90s, it [BMW Group] was product-driven, building an impenetrable image of excellence. They have managed the acquired reputation.' He feared the company was not building on it. He went on to add that 'they are doing a good job managing it, because I have not heard anyone say they are displeased with their BMW.' As BMW moves into its second century of building cars, Lutz praises the brand for staying true: 'They do build excellent cars – no question about it. They have very carefully nurtured their brand. They never strayed off the course of being a driver's car. They have up to now been very true to their ethic and never tried to please everyone.'[1]

In 1975, BMW Group completely acquired the South African BMW importer. This became the first production facility for BMW motor cars outside Germany and has produced various models, including some variants of the 3 Series from 1984.

BMW AG has gone on to develop many manufacturing operations, including in the United States, and launch many motorcycle and motor car models, which it sells globally. It does so because of its people. For example, it was the first automobile manufacturer to establish a research and innovation centre that relies on the

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1 Bob Lutz quotations sourced from Diana T Kurylko, 'Lutz helped create "Driving Machine" tag line', Automotive News, 7 March 2016.

teamwork of some 7 000 scientists, engineers, designers, managers and technicians. The pure electric i3 and hybrid i8 models are the result of this collaboration, with many more developments to follow.

In 1994, BMW AG purchased the UK's Rover Group, taking on the manufacturing and marketing responsibility for their iconic brands – Land Rover, Rover, MG, Triumph and Mini. They sold off all but the Mini as BMW recognised it could not successfully integrate the BMW and Rover Groups. The company acquired Rolls-Royce in 1998, which it owns to this day as it focuses solely on the premium segment of the international automobile market with the three brands – BMW, Mini and Rolls-Royce – as well as motorcycle brand, BMW Motorrad.

In 2007, BMW Group adopted the Strategy Number ONE with its four pillars: 'Growth', 'Shaping the future', Profitability' and 'Access to technology and customers'. It aligns the BMW Group with two targets: to be profitable and to enhance long-term value in times of change. The mission statement up to year 2020 is clearly defined: to become the world's leading provider of premium products and premium services for individual mobility.[2]

Sources: Much of the historical information in this article was sourced from <bmwgroup.com/en/company/history.html>, last accessed May 2017, and is published with the permission of BMW AG.

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2 *Sourced from 'Strategy NUMBER ONE', <bmwgroup.com/en/company/history.html>, last accessed May 2017.*

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Berwick to Healesville Cruise

28 May 2017

Written by Simon De Lisle

Attendance at the Berwick to Healesville morning cruise was very good. In fact, probably too good considering that I'm still learning the ropes about leading a convoy!

It was great to see many new faces, some familiar friends and even a baby. The vehicles were equally diverse, covering almost 30 years of 2, 3, 4, 5, 6 and 7 models.

So we hit the road towards Cockatoo, and immediately I missed the first turn. Oops! There were a couple more "improvised" navigational episodes during the day, but the group did a great job sticking together and remaining good natured throughout, so many thanks to everyone for that. Once free of Berwick, we took some windy roads through beautiful scenery on the eastern edge of the Cardinia reservoir. Leaving the beaten track saw us heading to Mount Burnett, before looping back up to northwards.

By chance, the Puffing Billy steam train was idling at the nearby Cockatoo station, making for a classic Dandenong Ranges scene. A quick toilet break in a carpark soon turned into a social gathering, as discussions began about BMWs, life and the universe.

On the road up to Macclesfield, we drove through a bit of rain. But considering the doomsday weather forecast, the weather gods were very good to us. From here, the trip gets hazy! We then.. ahem… unintentionally made our way to Yellingbow. I had almost gotten away with the detour, but after one too many wrong turns I was in too deep, leading to a massive group U-turn to get us back on track.

After cruising through Seville, we joined the Warburton Highway. But the plan was never A to B directly, so soon we were enjoying a loop of the Old Warburton Highway, narrowly twisting through hills and houses – nothing like what we would consider a "highway" today!

We then meandered in towards Healesville, more specifically the iconic Beechworth Bakery. Whoever organised the weather got the timing spot on, because shortly after arriving, the heavens opened. So, safely inside and surrounded by hot pies, vanilla slices and wonderful people, we finished the trip with a nice lunch.

Thanks to Stewart and Tony for keeping the back of the group in check, Peter Williams for planning the route and everyone who attended.

My Australian National Aviation Museum Adventure

7 May 2017

Written by Mitchell Bergman (aged four years old)

On Sunday the 7 May 2017 I went to the Museum with my Mummy (Claire) and Daddy (Anton) and lots of other BMW Car Club members to see the Australian National Aviation Museum at Moorabbin. Mummy and Daddy kept it all a surprise and when we got there I was literally jumping for joy with excitement.

As soon as I walked in I saw lots of plane pictures and models and I got to sit in an old pilots chair and steer the plane!

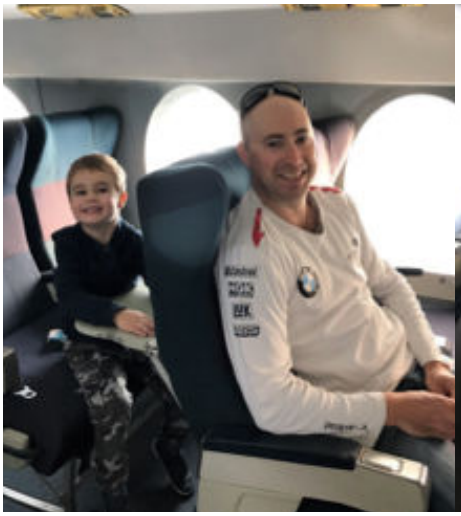
We then went outside to look in the big hanger and I was so excited that I repeated every second word the tour guide said very loudly just to make sure that everyone else heard it, have I said already that I was VERY excited!

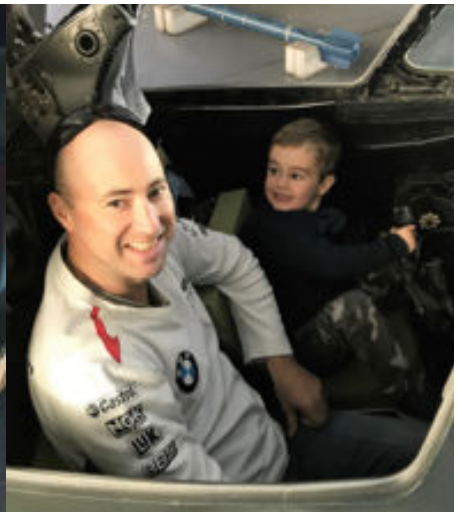
When the guide had almost finished talking I couldn't wait any longer and set off to look at all the planes I could see. I got to sit in lots of different planes cockpits and I loved every minute of it!

In an older plane I pretended to be a flight attendant and I served Mummy and Daddy some chicken nuggets and pizza, oh and a cup of tea for Mummy. I learnt about how you put on and take your seatbelt off while you're on the plane and also how to open and close the window coverings. Mummy showed me how to push the button for the flight attendant and the light above my seat.

I had soooooooo much fun and I didn't want to leave! I'm already planning my next trip back and I'm all ready for my first ever actual plane trip next month when we fly to Queensland!

Thanks for having me! I did have some help from my Mummy to write this.





Geelong Drive

2 April 2017

Written by Peter Williams

Someone who can't remember what he did yesterday has been asked to write about a drive two months ago! Fortunately, there are several parts of the drive that I can recall.

A good number of us (15 cars or so) gathered at Rockbank on the Western Freeway for morning tea and a very civilized 10.30am departure. Tony Whelan led the drive and, as you can expect for any drive west of Melbourne, Tony found a number of new and different roads for us all to enjoy. We cruised through some quite picturesque parts of the lava plains to Bacchus Marsh. After a short stop to gather up some people who missed a turn, we continued further west into more dramatic countryside.

We drove along a pretty, narrow, green valley on a road of ever-decreasing width. When it was reduced to a single lane of bitumen, it leapt up the head of the valley in a series of very steep, sharp and narrow switchbacks. I enjoyed them thoroughly but others were perhaps more cautious. Graeme Bell had brought along a new drone. He and Jo had gone on ahead so they could stop at the top of that hill and Graeme could film the line of cars making their way to the top. He followed that with some aerial still photos as we all parked up on the hilltop. He got some great shots, and we stayed for a while discussing his aeronautical skills (which were pretty good).

From there we soon turned south through the rather alarming-sounding Anakie, and took in some of the more scenic roads in the area before turning towards Geelong.

Lunch was at the curiously-named Wah Wah Gee restaurant at the end of the Geelong pier. Half of Geelong seemed to be leaving the pier as we arrived, which left us plenty of parking – a pleasant surprise. I recall that the food was pretty good – its web site describes it as "Asian-infused" – but the service was rather leisurely. After the lunch, when most people left, the 2019 Nationals committee stayed on for a meeting and finally headed home at about sunset.

Overall, a relaxed and enjoyable way to spend a sunny Sunday. Many thanks to Tony for his usual outstanding organization of a lovely event.

Unfortunately I didn't get any photos but here's a picture of the pier I took a few years ago. It rained briefly while we were in the restaurant, so it might have looked something like this.

Road Trip to the 2017 BMW Clubs Nationals, Brisbane

Easter, 2017

Written by Lawrence Glynn

Haunted Hills

When faced with a long trip to a holiday destination there are two broad options: complete the trip as quickly, efficiently and painlessly as possible; or, make the trip a part of the holiday.

Peter Williams kindly put a lot of time and effort into making the second option work brilliantly for the trip to the BMW Clubs Nationals at Easter held in Brisbane, even producing a professionally bound road book with primary (interesting) and cruise (less challenging) options. Apart from the overnight stops there was nothing else mandated, however, being a small group we actually drove in convoy.

Whichever way you cut it, driving from Melbourne to Brisbane is going to involve a lot of time in the car, so having a comfortable one is a good idea. Peter's route involved a number of "interesting roads" (roads where the advisory speed for corners is 60 km/h or less!), so a car with good performance would also come in handy.

For these reasons I choose to forsake heritage values for fun and comfort en route and took my E46 M3. Peter used his 220i and Tony Whelan his 750i (more comfort than fun but no slouch on twisty roads).

Having only 3 participants at the start was a disappointment, but it did not dull the fun.

The route was planned with a Sunday afternoon start at Officer to allow for South Australians to join us, but none did.

Coincidentally the Club's hill climb was at Haunted Hills near Yallourn, and thus on our route so this was the first stop. To watch, not join in!

The track was just starting to dry and some vestige of sunshine creeping in when we arrived which cheered everyone up.

Our route took us to Bairnsdale for the first overnight stop and then onto Merimbula via Orbost, Cann River and Bombala.

Bombala is, by the way, one of three places I've been to which claim to be half way between Melbourne and Sydney, the others being Eden and Tarcutta. If you go the right way Perth could be half way!

We had two "Targa" stages on this route (that is, sections of road used in a Targa road rally at some point) to liven things up, and a foretaste of what we seemed destined to endure all trip – rain and road works.

Just about every stretch of road seemed to be being repaired at some point with the special tar coated stones which will not stick to their mates even when pressed together by a ruddy great road roller, yet they become permanently attached to a car's bodywork or wheel arch liner if they get within 2 mm of it.

Equipped with CB radios we were able to converse freely (literally) which made the whole thing so much more enjoyable. It also made coordinating the all important comfort stops a lot easier, and timing them better!

There are many majestic views throughout the Great Dividing Range and the associated hills and cliffs reaching to the NSW coast, and we sampled some of them along with some sinuous undulating roads as we made our way through Tathra, Central Tilba and to Nowra before heading inland along the excellent driving roads of Kangaroo Valley.

The Sebel at Hawkesbury (used as the base for the 2017 Nationals) was our overnight stop, which we reached just after dark having lingered too long at Mt Cambewarra and Fitzroy Falls.
Here we met up with John Perkins and his son Dylan, from the NSW Driver's Club and another E46 M3 which has been converted from SMG to manual and had a lower ratio diff installed.

Our meal that night was at Windsor Seafoods, not the flashiest eating place but reputed to be one of the best fish and chip shops in NSW. I can well believe that to be true.

The carefully prepared plans for the next leg, to Port Macquarie via the Gosford Classic Car Museum, were challenged on two grounds. The first being a little Google Maps consultation revealed a more interesting and less traffic prone alternative. The second when that alternative turned out to use a section of road which was closed for repairs. The signs helpfully suggested we "take an alternative route", assuming we knew of one!

By combining the powers or a decent scale map that John had plus a bit more on Google Maps we made it through, enjoying the distinct delights of an old fashioned car ferry.

The Gosford Classic Car Museum is quite something, with about 450 cars housed in a lightly re-purposed ex-Bunnings Warehouse building (some cars are stored in the former garden centre parts which still has flimsy sails overhead as the only protection). It's a private collection yet is rated as one of the top 5 largest

Mount Nebo drive

car museums in the world. All yours for about $75 million!

As we ate lunch from the '50s style American diner the last of our group, Gary Grenda finally caught up with us from Victoria. His original plan to bring a E34 540i was abandoned when he ran out time to get a supercharging adaptation going properly, so he came in a E32 735i.

From Gosford to Port Macquarie was a largely main road haul and we were back on the highway

Gosford Car Museum

Mount Cambewarra

the next day until Coffs Harbour, swapping road works for traffic jams at one point (one day the Pacific Highway will be dual carriageway by-passing river crossings).

After Coffs Harbour we speared off towards Grafton, revelling in the countryside frequently used for the World Rally Championship and onto Lismore and finally Tweed Heads for the night.

The last hop (up the freeway in my case) to Brisbane was the only time we all went our own way at our own time, although that option was always available.

Overall a great way to get to Brisbane using some fantastic roads and a lot of fun.

The return trip straight down the highway took less days, was a lot more straightforward but was less fun.

Many thanks to Peter Williams for a well planned and organised trip, and to my travelling companions for their company.

Sandown Sprint

13 May 2017

Written by Walter Buehler

Loving BMW's, and generally everything on wheels, I've signed up and took part in the latest BMWCCV track day at Sandown.

It was a beautiful day mingling with like-minded enthusiasts driving beautiful BMW's, and I think I counted 11 other brands of wheels.

Amongst all these beautiful machines, mine was the only SUV.

I figured an X5M might suffice, but I felt a little out of my league. Even after taking out the booster seat and eTag to save weight. Somebody from the Alfa club even called me a Wallowing Whale, but I'm sure it's because our bimmers left them stranded. I've even managed a few 360's, but luckily kept it in one piece. And my marriage intact.

It was a tremendous day, learning the cars abilities and behaviours.

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

As soon as I replace or upgrade the brake pads.

Thank you BMWCCV!

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Competitor	Car #	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Dropped round	Total	Pos.
Michael Holdcroft	*19*	18	25	25					68	1
Sean Bell	*1*	25	22	16					63	2
Glenn Potter	*66*	20	20	20					60	3
Tim Freeman	*78*	18	15	11					44	4
Rory Plant	*12*	10	14	13					37	5
Alex Jory	*22*	15	0	12					27	6
Rodney Potter	*88*	11	16	0					27	6
Geoff Bowles	*24*	10	0	15					25	8
Jess Bell	*30*	22	0	0					22	9
John Angiolella	*99*	0	0	22					22	9
Brian Bourke	*27*	0	0	18					18	11
Simon Mitchell	*99*	0	18	0					18	11
Jenna Patan	*85*	15	0	0					15	13
Michael Whitford	*62*	15	0	0					15	13
Andrew Larkin	*88*	0	0	15					15	13
Chris Bell	*29*	12	0	0					12	16

Photos by Imajess Photography

Welcome all our new BMWCCV members

Mark Berryman	M2	2016
Allen & Mireille Saylav	750 Mini Cooper	
Phillip Milides	318is	1990
Jeremy Meehan &		
Isabelle Szwarcbord	M2	2016
	X5	
Benjamin Hart	E36 M3	1996
	3359 E92	2009
Ron & Mavis Lutton	E28 535i	1986
Mark Sheppard	3.0csi	1974
Nick Hartigan	E36 318is	1997
	E36 328i Conv	
Garry Smith	E30 Conv	1990
	E39 540i	
	E36 Conv	
	E39 6 cylinder	
	E39 540i	
Justin Mastores	E46 M3 Conv	2003
	X5 30d Msport	2012
David Green	850i	
Blake Kolar	323i	1986
Matthew & Daniel Forrest		
Paul Lohse		
Phillip Stacy	X3 2.0D	2014
	330ci	2006
	330ci	2003
Stephen Garth	850ci	1993
	E39 M5	1999
	E24 635csi	1986
	340i	
	E70 X5	
Darryl O'Neill	740li	2009
Mark Bridgman	E34 535i	1991
Mark Johnson	2002	1973
Jeremy Walker	E30 318is	1990
David & Matt Wright	130i	2006
	125i	2017
Leonard Mendoza	525	1976
Peter Murray	M4 DTM Championship	2017
Thomas Nelson	325i M Tech 1	1987

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