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2017 Issue 150



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# From the President

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Now that 'Spring has Sprung' and with the warmer weather, I'm sure we'll all be taking our BMW's out and enjoying a drive in the sunshine.

Over the coming months, we have several drive days, car displays and also the Geelong Revival on 26 November, which is always a fantastic day out!

It may also be time to consider planning ahead for our annual Christmas Picnic and Show of Excellence. This will be held in the grounds of the Victorian College for the Deaf in St Kilda Road, Melbourne. Polish up your favourite BMW and come along on Sunday, 3 December.

Check out all the upcoming club events and ensure you register at:  
<https://bmwccv.wildapricot.org/events/>

After having to delay our Annual General Meeting upon legal advice regarding proxy form irregularities, we held an Extraordinary General Meeting on 2 October 2017 to ratify some constitutional amendments. Following that meeting, a new date for our Annual General Meeting has now been scheduled for 27 November at the Bentleigh RSL.

By the time you get this magazine, the nomination period will have likely closed. If you would like to attend the Annual General Meeting and/or submit a proxy please keep an eye on your email for updates. We hope to see you there!

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

Rodney Smith  
**BMWCCV PRESIDENT**

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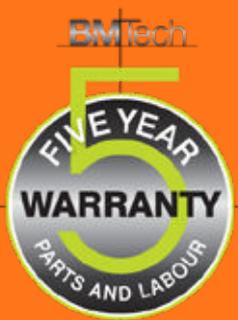


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# What's On

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Date	Event	Location
<b>2017</b>		
3 - 12 November	Tour of Tasmania	Tasmania
7 November	Cup Day Drive & Lunch - M8's with 8's	Backwood
11 - 12 November	E30 Round 6	Sandown Raceway
25 November	Come and Try Day	Sandown Raceway
26 November	Car Display, Geelong Revival	Geelong
27 November	AGM	Bentleigh RSL
3 December	Christmas Lunch, Show & Shine	Victorian College for the Deaf
<b>2018</b>		
14 January	Coffee & Cars Morning (ft. E30, all welcome)	Flavours Patisserie, Black Rock
<b>2019</b>		
<b>SAVE THE DATE &amp; STAY TUNED!</b>		
19 - 22 April (Easter)	BMW Car Club Nationals	Melbourne

Please refer to [www.bmwccv.com.au](http://www.bmwccv.com.au) for further event information and registration.

Registration for all of our events is essential (unless otherwise stated),  
Please ensure that you register for any event you wish to attend.

*\* 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](mailto:events@bmwccv.com.au).*

# Christmas In July

2 July 2017

Written by Jo Mawson



BRRRRRRRRRRRRRRRRR what a cold start with -4 degrees in some areas and cars frosted over!

We all arrived at the meeting point to head off on our drive through some beautiful roads in the Gippsland area. With the frost on the fields it really did make for some amazing driving.

First stop was Blue Rock Dame, the sun was out and there was no wind, it was just an amazing sight.

We did our usual silly ugly jumper competition with a few of our members getting into the spirit of the day wearing some amazingly ugly outfits.

I am sure our judges had a hard time picking but I can say Sam O'Neil went away with a fantastic jacket donated by Doncaster BMW and I came runners up winning a great BMW car rug.

Leaving the Dame, we followed more great roads to head to Walhalla where we had some time to grab a coffee and explore the amazing old historic mining town.

Lunch was at The Rawson Stockyard and if you have never been to Rawson, make sure you put it on you to do list, the old pub was really a great place with good old fashion service and fantastic meals.

Our two littlest members won the best dressed kids of the day and enjoyed their signed hats from Steve Richards.

We had a group from Club Mini join us as well and it is always fun to do a run with these guys.

Thank you again for all our members and new members who joined us on this day. Great fun was had by all who attended.



# First BMW M4 GT4 Confirmed for Australia

BMW PRESS CLUB



The first Australian order for one of the brand new BMW M4 GT4 race vehicles has been placed, with BMW Team SRM set to take delivery of a car inside the next two months.

The factory-supported team, run by four-time Bathurst 1000 winner Steve Richards, has secured one of the first GT4-spec racers as part of the initial allocation from BMW Motorsport in Munich.

The car will soon be Melbourne-bound, with BMW Team SRM set to roll it out for a full race program in 2018 and February's Bathurst 12 Hour as a start point.

This renowned endurance event will be followed by an Australian GT Championship tilt, running at some of the biggest race meetings on the Supercars calendar in a newly-formed GT4 class.

It effectively means a two-pronged attack for BMW Team SRM next year, with the new car to run alongside the familiar BMW M6 GT3.

Richards says he's been working to acquire a M4 GT4 since it was formally unveiled back in May, as his BMW Team SRM looks to play a major role in the introduction and early development of the low-cost GT formula here in Australia.

"The M4 GT4 program is something we've had our eyes on since it was first announced," said Richards.

"From a BMW Team SRM perspective, what

it will do is bring a lot of guys from state-level motorsport or even the lower ranks of national categories, and give them an opportunity to go and compete at some of the big circuits and big race meetings in cars that still have very low operating costs.

GT4 is going to create a whole new demographic of motor racing for the next 10 years.

Competitors will literally be able to change the oil, change the brake pads, and go and do another test day. It will mean drivers can afford to spend time behind the wheel, testing and practicing to hone and improve their skills. And then they can race at some really cool events, including some of the region's best long-distance events."

Richards added that he is hoping to use the BMW Team SRM car to help encourage more competitors to run the M4 GT4 in Australia as soon as next season.

"We want to use this first car to give people the opportunity to come and have a drive, to experience what the car is like, with the view of having more cars here in Australia in the next six months," said Richards.

"It's still very early days for the GT4 market here in Australia, particularly compared to Europe, but having this first M4 here in the country will be a great way to get people in the car and getting them excited about what GT4 is and what it means for cost-effective GT racing."

# German Auto Show

27 August 2017

Written by: Lawrence Glynn

There used to be a lot more car manufacturers than there are now. The relentless pressure of competition has squeezed out hundreds of brands over the decades, some of them held in very high esteem. Germany has been no exception to this process. Indeed, BMW nearly fell into the hands of Daimler-Benz in 1959.

Fortunately we have events such as the German Auto Show, held in the expansive grounds of Deaf Children Australia on St Kilda Road, to remind us of some of the lost German brands, as well as to celebrate those brands who made it.

Of particular note to the BMW enthusiast were representatives of two brands whose demise played a critical role in the modern BMW success story.

The first was a gorgeous Borgward Isabella, a car which deserved to do well but which was instrumental in dragging Borgward to financial ruin, encouraging many engineers with much needed volume production experience to defect to BMW and work on the Neue Klasse designs which saw light of day as the 1500, 1800 etc and spawned the now legendary '02 range.

The second was a more unlikely candidate in

the guise of a non-Dart Goggomobile. The Dart was an Australian bodied "special" built on the Goggomobile chassis which was made by Glas.

Like BMW in the 1950's Glas produced a bizarre range of vehicles from the micro car economy special to larger sporty coupes.

Fortunately for BMW Glas did not make much money and BMW was able to buy them out for the proverbial song and repurpose their extensive manufacturing facilities into what is now the mighty Dingolfing factory complex, providing a much needed increase in production volumes.

Of course we had a fine array of BMWs there, 36 in all including a few lesser spotted examples: a 2002 touring, a L7 (even longer than a 7xxiL) and an E30 with a V10 engine.

Taking pride of place was Dean How's ex JPS Team BMW 635 race car resplendent on its trailer with what must be one of the most unlikely tow vehicles – an 8 series in very bright yellow (only allowed in to a 1990 or earlier display as it was the tow vehicle!).

E30s seemed to everywhere you looked, including 2 left hand drive E30 M3s.



Keith Olsen's beautiful Turkish metallic E9 3.0CSi deservedly won the people's vote for best BMW.

Of the other brands the VW display was dominated by Beetles and Kombis, even though Golfs were definitely built before 1990.

The Mercedes-Benz display reflected the brand's core values until fairly recently with only one sporty vehicle present, a rather nice SL. Porsche, of course, was nearly all 911 of various generations with a few examples of the models released on the assumption that 911 sales would dry up some day soon, such as the delightful 914.

Audi had a fairly small display which is understandable as pre 1990 Audi did not have much penetration in Australia.

Interesting, Audi as we know it today was formed

when VW purchased Auto-Union, which was what was left of DKW, Wanderer and Horch, from Daimler-Benz and merged it with NSU.

In amongst the more quirky "forgotten" brands there was a DKW and two NSU; one Prinz and the amazingly futuristic but ultimately highly unsuccessful Ro80 with the first volume production car use of the Wankel rotary engine.

And of course, lots of interesting people to talk to helped by the on/off rain driving quite a crowd under the club's marquee which Jo Mawson and Graeme Bell brought along and erected – thankfully.

Thanks to all those who braved the unpredictable weather to make it a great day and to the VW Club for organising it.



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# Independent BMW Repairer Wins Big at VACC Awards



## Winner 2017 Best Automotive Repairer Light Vehicle - Large Business

Great news for BMW fans in Victoria, Independent BMW Service Centre BM Tech has won 'Best Automobile Repairer - Large Business' at the 2017 VACC Industry Awards.

"High standards are important to the automotive industry, so VACC initiated the Industry Awards to recognise and promote those businesses who set the bar high and go above and beyond," said VACC Executive Director, Geoff Gwilym.

Joe Brogno, owner and founder of BM Tech, said it was a great honour to have been chosen as the best among so many other outstanding businesses.

"This is truly an awesome effort by all of our staff and I am so proud to be associated with such a great team of people at both the Essendon and

Canterbury Branches," Mr Brogno said, "We want to thank our customers for their support and their kind words."

Mr Brogno, a long-time enthusiast for BMW cars, has said that he was always passionate about offering a top quality service that provides the attention to detail he feels his customers, and the cars, deserve.

"VACC acknowledges the high calibre of all applications. In the face of strong competition, motorists can be assured that any business winning a VACC Industry Award this year is a truly fine business. VACC congratulates every one of them," said Mr Gwilym.

Awards in 21 categories were highly sought after by elite businesses across Victoria and included: achievement in mechanical and body repairs; car, motorcycle and commercial vehicle sales; tyre retailing; engine reconditioning; towing; and aftermarket & retail business operations. Almost 100 applications were received.

Next year will mark the centenary of the VACC. Mr Brogno said that because of this, next year would be "the one to win" and plans on applying again for the prestigious Awards.

"It was a fantastic night celebrating what makes this industry great, and we're looking forward to being involved again next year."



# Queen's Birthday Weekend Cruise

10 - 12 June 2017

Written by Jan Eastwood



The destination this year for the Queen's Birthday Weekend Cruise, held in loving memory of Jean Whelan, was the spectacular Grampians National Park. A convoy of 10 cars and 19 club members enjoyed perfect weather, spectacular scenery and fine dining over the three days. It was great to see some new members and new faces join in for the weekend.

A stop for lunch on day one at the famous Seppelts Great Western Winery set the scene for an interesting and informative weekend. Who would have known there was labyrinth of underground tunnels, 3kms in length, known as 'Drives', hidden below the winery. These were once used to store champagne, wine and brandy and are now an interesting tourist attraction and a glimpse into the fascinating history of the wine industry in the region.

The picturesque town of Halls Gap was our base, and after settling in to our accommodation the group shared a delicious dinner in the motel bistro, where they specialised in Stone Grill style meals, and ample servings of wine.

Day two was all about the scenery. Blue skies



and gorgeous views across the ranges with a picnic lunch at Mackenzie Falls made for a delightful day which finished with a 'bush tucker' afternoon tea at the Brambuk Cultural Centre. We learned about the Grampians area and local aboriginal legends and even got to try our hand at throwing a boomerang! The group enjoyed a hearty country dinner that evening at the rustic Barney's Bistro Bar at Pomonal.

On day three we had some free time in the morning to explore the Halls Gap area and meet some of the abundant wildlife in the town. We then headed off to Dunkeld, with a stop at Lake Bellfield on the way, for a fine dining lunch by a lovely wood fire at the Parker St Bistro, part of the famous Royal Mail Hotel, notably one of the top 10 restaurants in Australia.

A wine list to rival war and peace, service of excellence and delicious modern food capped off a fabulous few days of eating, drinking and eye candy. The drive home via Lake Bolac and through some lovely countryside which avoided the busy long weekend roads saw us all home safely with some wonderful memories and new experiences under our expanding belts.



# M8s With 8s Meeting at Shannons

7 August 2017

Written by: Theo Hoffs



The first BMW Club monthly club meeting at Shannons new premises for the newly established '8 Series Register' saw 20, 8 Series (E31) cars all lined up, inside and under lights, for all to see.

'M8s with 8s' was a "Claytons" Club (the Club you have when you don't have a Club) for around 14 years and was a bunch of proud, like minded owners of what was arguably BMW's most expensive development of its time.

Of 30,600 E31's built only 279 were sold in Australia. Early deliveries were the 850i of which most had 4 speed auto and around 18 were sold with 6 speed manual.

The flagship of the fleet was the 850csi which is becoming about as sought after as the Ford

Falcon GTHO Phase 3. Although not on the official BMW price list in the day, three were "special ordered" and two of the three were there on the night.

I would like to send a special thanks to Mr. Lindsay Fox who made his stunning 20,000kms car available for the evening. Care for the car is thanks to his personal Fleet Manager/Caretaker, Eic Holton. Sadly, the second csi which was owned by Lee Simos was sold at an undisclosed price to a Perth enthusiast who had been chasing that car for some years – I hope the new owner outlives his wife because if she was to sell that car for what she thinks he paid for it someone would get a bargain! At a guess and if Euro prices are a guide then \$100,000 would be cheap.



We had plenty of 840s to look at. The highlights were Rob Pavlov's Concourse show stopping 1998 Dark Blue 4.4 litre with Grey leather and under 50,000 kms on the clock.

Matthew Kenny's matte white Pearl paint job with black roof and so low it would scrape postage stamps off the freeway was also another hottie to be appreciated by rev heads like myself. His exhaust note was arguably as loud as my own but that's just bragging rights!

Thanks to all owners who made the night possible by being there and special thanks to Peter Kelly

who drove down from Ballarat and back on the same night and equally as big a thank you goes to Chris Halliday who flew from Brisbane to support the gang.

We look forward to catching up with anyone who has an 8 and we invite you, along with 22 other M8s, to our next lunch/drive outing to the Blackwood Hotel on Melbourne Cup Day.

Registration and lunch booking are via the BMW Club Event page at <https://bmwccv.wildapricot.org/event-2644480>



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# Laser Racing Beyond Blue Charity Event

Written by Jo Mawson



On 12 May 2017, Laser Racing in support of Steven Richards and Beyond Blue, held a night at Doncaster BMW to help raise funds for this amazing charity.

Graeme and I purchased ticket and went along with the plan to put our hands up for a few of the auction items. I was under strict instructions to sit on my hands as I have a tendency of getting a little carried away at these types of events. Everyone received a raffle ticket for a Hot Laps in Steve's M6 GT3 as the door prize and we just put them away not even thinking we would have a chance.

It was a great night with silent auctions pieces, some fetching quite large \$\$, Graeme managed to secure two signed pictures of Jim Richards and his E30 M3, so that made him a very happy fellow. Was lovely to sit and chat with Jim, he really in a gentleman and also spend time with Angela Richards and both their children Priya and Clay who are really lovely children, a credit to their parents.

Steve and Jim had some fun going through some old footage of Bathurst races and it is just so nice to see them both up on stage and how much they both admire each other.

Auction time came along and I did as I was told and sat quietly (this is not an easy thing for me to do) and hands were going up left right and centre and one guy out bid himself, which cost him an extra \$200 for hot laps but it was all worth it, all proceeds going to the charity.

Last but not least, Steve drew the door price and it was Blue ticket #4, I knew we would have been close, as we got there early and it was my lucky night I WON!!!!

I had a choice of either Brisbane or Sandown, so I took Sandown on the following Monday.

Monday morning, up bright and early and thick heavy fog. Get to the track, it was still foggy and Steve took out the first 4 winners and from their faces I could see that it wasn't going to be just a stroll in the park. The guy before me must have been 6ft+, the poor thing had the practically break his legs off to get in and I knew this was not going to be easy.

My turn came around and for some stupid reason, I started to hyperventilate and I was really getting scared. A few tears even started and I was just so overwhelmed. All the staff there were amazing and helped me in the car and lucky I had my helmet on, as I got in and crashed my head straight away and yelled out to everyone's amusement.

Belted in and ready to go he took off, it was unbelievable. The breaking power is incredible, and the speed through the corners was amazing.

I felt like a crash dummy, as I didn't have the neck strength to keep my head still. This drive gave me a better understanding of the skills these guys have manoeuvring these beast around the track. Steve is an incredible driver and I felt 100% confident going out with him.

After getting back it took me a few minutes to be able to speak, but once my heart stopped pumping at 1000000 miles an hour I was extremely happy I did it.

Thanks again Laser Racing SRM. If you ever get the opportunity of going out DO IT.

# Buttering Up The Bimmer

Written by Christopher George

Bonjour Bonjour from Flavours Pâtisserie Café!

Tucked away in Black Rock Village and known by the locals as a Jewel in the crown for Bayside, French Trained Pastry Chef Christopher George owns and operates the experience you've been driving for.

You've heard BMW say "Driving should be an experience" and that's why you drive a BMW.

That's why I drive a BMW and I am proud to be a member of BMWCCV.

I also believe that "Eating should be an experience" and I take my croissants seriously so seriously in fact that I import my butter from France.

Just like my grandmother taught me that the main ingredient in everything you make should be heart and soul, that's what you see and feel as you enjoy and relax at Flavours Pâtisserie Café in Black Rock Village.

If I could sum up in one bag, some of the

Villages favourites it would contain French Butter Croissants, Vanilla Slice (One of the best you'll experience, I invite you to try), Almond meal apple & Cinnamon Frangipani and French Éclair.

And of course, A take away Coffee, but why take it away when you can enjoy it here.

À bientôt – See you soon.



## Coffee & Cars Morning

Featuring **E30's**

**9am, Sunday, 14 January**

**Flavours Patisseries**

**31 Bluff Road, Black Rock**

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For further information phone Jo Mawson 0412 661 900 or email [events@bmwccv.com.au](mailto:events@bmwccv.com.au)

# BMW 530i

Mount Towrong Vineyard | Vehicle courtesy of Bundoora BMW

Photographed by Leigh Kelly | MINAMI MEDIA + PRODUCTION





# G60 VIP party at BMW South Yarra

Written by Steve Sirg



I was lucky enough to have my car selected by South Yarra for their 5 Series display earlier this year.

Hendrik Von Kuenheim, Senior Vice President of Region Asia, Pacific and South Africa at BMW Group was in attendance and he was very impressed by the older series along with the new 5 series.

The launch party was a lavish affair with fresh oysters, salmon, prawns, taco station, dumplings, deserts and full range of alcohol to wine and dine

the guests.

A gold wrapped BMW i8, along with my e39 535M plus another BMW club members M5 and the new G60 760LI V12 flagship. were on display.

Matthew Taylor from BMW South Yarra was extremely professional in the way he looked after myself and the owners cars on display.

I would just like to thank him for a wonderful night and giving me a chance to have my car at the launch and experience the VIP night.





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# Winton Driver Training – A New Member Experience

22 July 2017

Written by Peter Woodroffe

Two years ago I bought a 2013 528 as a daily driver. My previous cars were a Mazda 6, Honda Accord Euro, FPV F6 - now my wife's daily driver and before that a series of 3 series BMW's. After returning to BMW ownership I "stalked" the BMW Car Club web site and Facebook page for 5-6 months wanting to get involved in some sort of car club. A close friend is a member of two car clubs;

- Escape car club - must be two doors - wouldn't accept my XR6 ute.
- Mazda Mx5 - car club - I am too tall for an MX5.

I had a Mazda project car I bought cheap on EBay, returned it to the road and I joined the Mazda car club because I wanted cheap registration and insurance but never really attended any events except their annual Mazvember car show.

Initially I joined the BMW Car Club as I thought the past special event night meetings looked interesting- the aforementioned friend took me as a guest to the Healey Factory which I really enjoyed. So the variety of meeting locations offered by the BMW Car Club interested me.

So far I have attended Club meetings at Bundoora BMW - access all areas of service and panel which was interesting to see what happens behind the service desk and coffee machines of service departments; the Moorabbin Air Museum - not some where I would normally go but it was a good day out with good company. The third meeting at Shannon's, which was finger food on arrival and included a tour of the premises

and then the meeting.

I think the meetings are good, the formal piece is informative and as long as it needs to be. I had previous experience with car and kart clubs of three hour meetings which you could do in 15-20 minutes. I spend enough time in meetings in my work life without having a need to do it in my personal time, so far the meetings have been controlled. We do the special interest tour, quick meeting and time for socialising.

Since joining the club I sold my Mazda project car and found an E46 M3 as a Sunday car. I enjoyed driving the Mazda but there are only so many coffees in the Yarra Valley before you want something more.

I wanted to improve my driving and understand the limits of the car and myself in a safe environment. I'd been looking at the sprint day and driver training day at Winton, but was unsure about on the track sprints and the driver training opportunities.

I looked at the expectations. The supp regs looked ok, but I did need to do some preparation to run so I entered early and started preparation. I pulled out a helmet I had in the garage from previous Karting experience, the lining had become porous and came out with my head when I took it off - plus in hindsight 20 years on is not an ideal choice. So then off to the shops to get a helmet, size and fit is important, helmets are different shapes and sizes and so are heads,





so try them on first.

Initially I struggled to find a helmet in my budget. Car helmets start at \$500 plus but motorbike helmets can be bought more reasonably. I bought mine from AMX Superstore. It had vents internal visor and came in under my self imposed \$200 budget. I then went home, put the helmet in the M3 and the head vent and visor "drop down" lever caught on the headlining and sunroof. So it was back to AMX for something without the visor and minimal vents.

Next I needed to sort the blue triangle for the battery. I got mine on EBay, two for less than \$5.

I was then off to Supercheap Auto for a metal strap fire extinguisher. I then checked out YouTube for how to make a fire extinguisher bracket. This cost me \$6.30 in parts from Bunnings, 1.5 hours in the garage with a hacksaw, drill and spray paint and I had a bracket below the seat.

The Secondary bonnet restraint had me a bit worried. A quick phone call to Graeme Bell to get some answers - he said E46 has two pins so that will suffice.

Empty the car of everything, easy. I took an overnight bag and left it in the pits.

I Drove to Winton on the Saturday morning, stopped in Benalla, filled with fuel, checked Water and Oil, increased tyre pressure to maximum tyre placard pressure. Fitted steel valve caps - \$5 from Auto One, drove to the circuit and went straight to scrutineering. After putting tape over the glass fog lights, I was signed off then I parked the car in the pits.

Be sure to take a deck chair as well so you can be social sitting out of your between sessions. The canteen is open but you could also take your own picnic basket.

Next was drivers briefing - listen, take the option of sighting laps, check which group you are in and wait your turn to go to the dummy grid. There were four groups of about 15 mins, allowing for lunch, change overs etc. I got five sessions on the day.

The three different instructors I had were great, they really helped with lines and braking points. I improved significantly through the day. I really gained confidence and got so much from the drive day and my appreciation of my car. The day ended, I thanked the officials, rather than head straight back to Melbourne I went back to Benalla dropped the tyre pressures back to a lower level, refilled with Fuel then drove back to Melbourne.

The people I met on the day were great, diverse ages and backgrounds, helpful, friendly and willing to interact. Half your time is spent out of the car so you do move around, watch cars on track, compare and admire other cars and talk to their owners.

You don't have to run a BMW, on track diversity went from an AU Falcon, across BMW's to Toyota, Subaru and a Porsche 911.

Looking forward I registered early for an evening with our Patron and the insight into the SRM BMW race team with Steve Richards. Followed by the club event with guest presenter, Jim Richards.

Hopefully we will get to do a sprint or drive instruction day at Phillip Island or Sandown "on track". Club meeting variety is good, so time permitting I'll try to get along. I haven't done a cruise yet, other commitments have clashed but we will see what future cruises there are.

Thanks again to all the organisers, officials and instructors at the Driver Training day, I had a great day, the car and I both came home with no issues and looking forward to the next day.

# State of Origin Car Club Style - Winton 2017

23 July 2017

Written by Keri Peek



Not content with super sprinting around our NSW circuits, us motorsport enthusiasts from NSW headed off to Victoria in July to compete in our 'friendly' State v State Super Sprint at Winton Raceway.

Despite the 8 hour trek from Sydney, our focus and motivation was a simple one - to support our Victorian counterparts and 'drop in' for a few 'friendly' Sunday race laps, better known as *State of Origin - Car Club Style*.

Growing up in nearby Shepparton, I have to say that I am more than familiar with the rain, wind, fog and below zero temperatures that Winton can throw up at any given time. What tyre type and compound to pack is always a perplexing decision when preparing for the annual event. But our prayers were answered when we were dealt a dry track, all be it windy and 'freezing ice-like' morning temps.

Not just a day to catch up with our Victorian friends at one of our favourite tracks, we were also very keen to sample first-hand the recent

track upgrades. They did not disappoint.

Widened turns at the main straight chicane and turn 8 are welcomed improvements and make for faster and safer cornering. Entire track resurfacing provides for a smooth, all be it a little slippery, level surface which is leaps and bounds ahead of the previous patched rough track.

Now for some track facts -

**Winton Motor Raceway** is a clockwise, 12 turn tarmac 3.0km circuit in national track configuration. Famous for the tree at Turn 8 and main straight with mid chicane, it is both a challenging and fast circuit.

Managed by The Benalla Auto Club since its first race meeting in 1961, legend drivers such as Peter Brock, Alan Jones and Allan Moffat all boast their first circuit race at the iconic track.

After years of development and facilities upgrades, resurfacing in late 2015 is the track we are greeted with today.

The BMW Drivers Club of NSW has been competing at the track for 10+ years, with the 2017 team of 32 drivers being one of the largest teams to venture down.

Far too many to mention, but here's some notable performances on the day -

Rodney Forbes in his BMW E46 M3 delivered the result of the day posting a more than respectable 1.31 finishing in the top 3 outright.

Not too far behind was Ed Kreamer in his 'rocket' Mitsubishi Evo IX with a 1.32 and Justin Lowery in his BMW E92 M3 posting a 1.34. Father & Son Team in Ben & David Seehusen sprinted to a photo finish posting a 1.33 & 1.34 respectively in their BMW Race Cars. Well done boys!

It does need to be noted however that the top

day under his belt.

Fastest Female Driver of the round went to NSW, me, in my BMW E46 M3 with a 1.39.2. Close on my heels though was the ever formidable 'VIC chick' Jess Bell in her BMW E30 posting a 1.39.4. Now THAT was close!

I do have to say though the highlight of the day for me was driving 'tit for tat' with my old buddy Arthur Scerri. A seasoned 'Wintoner', Arthur is a force to be reckoned with on the track and a 'pull me - push you' strategy played out perfectly for both of us - posting PB's.

A strategy that Arthur said would make me 'drive faster!' Needless to say I was slightly dubious, BUT i have to say - He was right!

Having Arthur 1 inch off your rear end at every



2 outright fastest on the day belonged to two of our 'Mexican mates' - Andrew Hall in his GT3 Cup Porsche posting 1.27 (session 1 to boot!) and Sam Marcov in his fully worked rocketship E46 M3, setting a blistering 1.29.

Mexican wave for the Mexicans. Well done!

Special mention also to Father & Son Soghomonian's in Arvo and 14 year old Jack. A seasoned racer, Arvo posted an exceptional 1.41 in his naturally aspirated E46 M3 followed closely behind by his junior son racer, Jack posting an amazing 1.47! Not bad for a kid that is still 2 years off getting his L Plates and only 1 previous track

turn, pushing you around the track certainly DOES make you drive a 'wee bit' faster.

Our track day complete and the bar open, we chalked up our 'State of Origin friendly' as a weekend well spent racing, catching up with old friends, meeting new ones and generally making an event of it.

And with all 32 NSW drivers coming away, for the most part, incident free and posting PB's - I would say we drove away winners!

See you in 2018 Victoria!

# Evolution of the BMW M5

David Zalstein  
CarAdvice.com



## *Thirty-three years of the big, bad, Bavarian super sedan*

Although the all-new BMW M5 has just officially broken cover, the model isn't one new to the limelight, the Bavarian super sedan able to trace its history all the way back to 1984.

So, with the latest – and some might say greatest – version due to launch globally in early 2018, we thought it a perfect time to look back and see just how one of the world's favourite executive muscle cars has evolved over the last 33 years.

### **1. First-generation E28 BMW M5**

Taking the sports sedan concept to new heights, the original E28 BMW M5 took the world by storm in 1984, becoming the world's fastest production sedan of the time.

Powered by a modified version of the naturally-aspirated 3.5-litre (3453cc) straight-six engine used in the iconic mid-engined BMW M1, the first-generation E28 M5's powerplant featured

individual throttle butterflies and produced 210kW of power and 340Nm of torque.

Equipped with a five-speed manual transmission and 16-inch wheels, the hand-built E28 M5 weighed 1498kg, measured 4620mm long, and claimed 0-100km/h in 6.5 seconds and a top speed of 245km/h.

### **2. Second-generation E34 BMW M5**

Succeeding the E28 from late 1988/early 1989, the E34 BMW M5 was the first M5 to be officially sold through BMW Australia.

Still being hand-built in Germany, the second-generation M5's outputs increased from its predecessor, with its now 3535cc straight-six engine developing 235kW and 360Nm.

Bolted up to a five-speed manual transmission, the fractionally larger-capacity in-line six-cylinder propelled the fast four-door sedan to 250km/h for the very first time.

Despite increases in both size and weight over the E28 – the E34 measuring 4720mm long and tipping the scales at 1750kg – the 3.6-litre M5 also claimed a slightly faster 0-100km/h time than the smaller, lighter E28.

An update in 1992 saw displacement of the M5's six-cylinder grow once more, out to 3.8 litres or 3795cc, resulting in power and torque climbing to 250kW and 400Nm, respectively. The increase in outputs also helped the M5 drop below the six-second 0-100km/h mark for the first time, and was later followed by the addition of a sixth gear to the transmission.

Sadly for us Aussies, although a five-speed 3.8-litre E34 M5 was imported into Australia as an evaluation vehicle, the decision was made not to proceed with adding it to the local line-up. The car did, however, lead BMW Australia to offer local BMW enthusiasts a six-speed manual 540i with M5 chassis settings.

Even cooler, from 1992, BMW's M Division started producing its first wagon: the E34 M5 Touring.

Limited to 891 units worldwide, the extremely rare and highly sought-after estates also represented

Able to rev to an impressive 7000rpm, the V8 partnered with a six-speed manual transmission to reduce the M5's 0-100km/h sprint time down to 5.3 seconds, while allowing the 4783mm-long, 1826kg four-door to crack 300km/h – with its standard 250km/h electronic limiter circumvented, anyway.

The first M5 to feature four exhaust pipes out the back, the third-generation E39 was also the first to debut a recirculating ball steering system, speed-sensitive 'Servotronic' power assistance, and a 'Sport' button that adjusted the car's fly-by-wire throttle and electronic throttle butterflies. Dynamic stability control (DSC) and ABS anti-lock brakes were also standard equipment.

#### 4. Fourth-generation E60 BMW M5

Out with the old and in with the new. 2005 saw BMW change tack again with the M5, this time ditching the 4.9-litre V8 from the E39 and switching to a high-revving V10 – an engine that



the last hand-built M cars. Special.

#### 3. Third-generation E39 BMW M5

Marking a changing of the guard in the M5's history, in 1998, the E39 M5 became the first M5 to be built on the same assembly line as its 'regular' non-M 5 Series kin.

This wasn't the only noteworthy change, with the E34's classic straight-six superseded by a 4.9-litre V8 with four valves per cylinder.

The company's first-ever V8 to feature variable valve timing on both the intake and exhaust camshafts, the naturally-aspirated powerplant armed the E39 M5 with 294kW and 500Nm.

would forever mark a particular high note in the car's history.

A 5.0-litre V10 with four-valves per cylinder, the engine was specifically designed for use in the fourth-generation E60 M5, and developed 373kW (507hp) of power at a near-ear-melting 7750rpm and 520Nm of torque at 6100rpm.

Although a six-speed manual transmission was still available for M5 die-hards in the US, for those in other markets, the E60's introduction meant the new addition of a seven-speed single-clutch sequential automated-manual M gearbox – dubbed 'SMG'.



Offering a launch control system intended to ensure maximum off-the-line acceleration, for purists, arguably, the transmission signalled the beginning of the end for manual M5s.

With SMG on board, however, the 4855mm-long, 1855kg E60 M5 now claimed 0-100km/h in 4.7 seconds, with BMW offering its speed-limiter-raising M Driver's Package – taking top speed from 250km/h to 305km/h – for the first time.

Coming standard with 19-inch alloy wheels, the E60 was also the first M5 to feature a colour heads-up display.

Already a hit with fans the world over, in 2009 – before production of the V10-powered E60 ended a year later – BMW's M Division built a

one-off special, referred to internally as “the M5 CSL we never built”.

A lighter and more powerful version of the soon-to-be-replaced E60, the so-called M5 ‘CSL’ was built to help the German carmaker celebrate the 25th anniversary of the M5, but was also an unofficial final send-off for the seminal 10-cylinder S85 engine.

Claimed to be 50kg lighter than the standard E60, the M5 ‘CSL’ scored a heavily modified version of the 5.0-litre engine, with its stroke enlarged to boost capacity up to 5.5-litres. A carbon-fibre manifold was also thrown into the mix, as was a carbon-fibre roof.

Unofficially said to have churned out around



427kW and close to 542Nm, the 'CSL' also employed a different gearbox to the standard car.

Helping the M5 reduce its 0-100km/h time even further – down to nearer 4.0 seconds – M Division swapped out the regular car's SMG, and instead used a unit based on the Getrag-engineered seven-speed dual-clutch transmission (DCT) fitted to the E90 M3.

### 5. Fifth-generation F10 BMW M5

Well and truly ending the M5's short-lived V10 era, 2011 marked the arrival of an all-new fifth-generation F10 M5 – the first to employ

These reactions weren't helped by BMW attempting to match the epic sound of the previous M5's V10 by artificially feeding a synthesised version of the engine's note into the car's cabin via "engine noise played through its audio system".

Later in the F10's lifecycle, power jumped to 423kW, before, in 2014, BMW revealed the '30 Jahre M5'.

Celebrating 30 years of the M5, the 30 Jahre special edition saw outputs rise to 441kW (600hp) and 700Nm – outputs subsequently mirrored by the 2016 BMW M5 Competition Edition. Both



turbocharger technology.

In what would signify yet another step-change for the super sedan, the much-loved and respected V10 was out, and a new twin-turbocharged 4.4-litre V8 was in.

Producing 412kW (560hp) and 680Nm, the new twin-turbo V8 was partnered with a seven-speed M DCT and an Active M-Differential to shift the now 4910mm-long, 1945kg M5 from 0-100km/h in 4.3 seconds, and on to a top speed of 315km/h.

Again, while the rest of the world's only option was the paddle-shifted DCT, the US continued to be the only market where enthusiasts could special-order the F10 M5 with a six-speed manual transmission. Jerks.

As impressive as the new force-fed V8 engine was, reactions to it – and to the decision to drop the V10 – were mixed.

cars were limited in number, and both claimed 0-100km/h in 3.9 seconds.

### 6. Sixth-generation F90 BMW M5

And then we arrive at today...

Thirty-three years after the very first M5 came onto the scene, BMW has officially unveiled the latest iteration of its beastly executive sedan: the all-new sixth-generation F90 M5.

Not only is it the first M5 in the model's history to employ a four-wheel-drive system, it's also the first to be equipped with eight gears, and, somewhat heartbreakingly, the first M5 to be automatic only – that's right, even in the US.

BMW says the new M GmbH-developed M xDrive all-wheel-drive system is "the most emotionally engaging all-wheel-drive system yet to grace the high-performance segment."

Quite a claim, given the M5 is now on an even

more level playing field with the 445kW/700Nm quattro-equipped Audi RS7 performance and 450kW/850Nm Mercedes-AMG E63 S 4Matic – both of which rely on twin-turbo 4.0-litre V8s to make their mumbo.

Using a central transfer case with a multi-plate clutch, the all-paw M xDrive system variably distributes drive between the front and rear axles “as required”, while an Active M Differential – with a locking effect between 0 and 100 per cent – can further split torque between the rear wheels. Configurable via three modes – ‘4WD’, ‘4WD Sport’, and a pure rear-wheel drive ‘2WD’ mode – M xDrive is also linked to BMW’s existing options of having Dynamic Stability Control (DSC) on, having it off altogether, or putting your faith in the slightly less overprotective M Dynamic Mode (MDM).

According to BMW, 4WD mode “permits slight slip through the rear wheels when accelerating out of corners”, 4WD Sport mode (with MDM activated) allows “easily controlled drifts” to be achieved, and 2WD mode lets drivers “pick

Peak power is delivered between 5600–6700rpm and peak torque is on tap from 1800rpm to 5600rpm.

As you’d expect going from rear- to four-wheel-drive, acceleration times of the M5 have fallen, with the new sixth-generation car claiming 0-100km/h in 3.4 seconds and 0-200km/h in 11.1 seconds.

Top speed continues to be electronically limited to 250km/h, but again, buyers do have the option of BMW’s M Driver’s Package, allowing the car to stretch its legs to 305km/h.

Equipped as standard with M-tuned variable dampers – tied to ‘Comfort’, ‘Sport’, and ‘Sport Plus’ modes – and BMW’s M Servotronic steering, the new M5 is also the first to feature an individual exhaust button to “adjust the engine sound as desired”. Neat.

A carbon-fibre roof is new for 2017 too, helping the 4965mm-long F90 tip the scales at 1855kg – 90kg less than the previous F10.



their own drift angle, and treats connoisseurs to driving dynamics in their purest form”.

Anyway, enough marketing speak.

The new F90 M5’s 4.4-litre V8 is a revised version of that used in the F10 M5, however, it features a pair of newly-developed turbochargers.

Matching the F10 30 Jahre special and Competition edition M5s, power is again rated at 441kW (600hp), but torque out of the new F90 M5 is up 50Nm, from 700Nm to 750Nm.

The new 2017 BMW M5 is set to launch globally in March 2018, with a local arrival due to follow shortly there after. Pricing is yet to be announced, however, BMW Australia has told CarAdvice its intention is to have the new M5 undercut its \$230,615 predecessor. Stay tuned...

  
Every new car. Every last detail.

# A Night With Jim Richards

4 September 2017

Written by Matt Gigliotti.

It was a cold night at Shannons but quickly was forgotten with the warm welcome of the club attendees, hot pizza and having the Shannon's show room all to ourselves.

Amongst the many beautiful classic car examples, the Black E30 Jim Richards Classic stood out not just as a classic but as what I can only describe as a showroom condition race car.

Despite this M3's many owners after its racing retirement it found its way back in to Jim Richards possession after he persistently chased its status and whereabouts.

After a couple years of pursuit, it once again became part of Jim's world, however this time not for racing, but revival and appreciation. This car was not only lovingly restored to its Black and Gold beauty but also personalised right down to

the JR initialled bolts.

A great turnout of people poured into the boardroom to see and hear Jim Richards tales and with just one question from our Shannon's host to kick it off Jim raced into stories of his career, the industry and the opportunities that drove him into Australian Racing history.

Jim was sharp as a tack with a keen memory for what seems like an exciting racing career and life achievement's. Jim was warm, welcoming, funny and humble. I feel that if time permitted Jim could have shared many more interesting moments in motorsport history all night. Jim was happy to have photos with us, sign merchandise and finally allow us to get a little closer to his beautiful M3 for us to admire.

Another fantastic event BMWCCV.



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# Q1 Group BMW Drivers Cup 2017 - E30 Racing

Competitor	Car #	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Dropped round	Total	Pos.
Michael Holdcroft	19	18	25	25	25				93	1
Sean Bell	1	25	22	16	0				63	2
Glenn Potter	66	20	20	20	0				60	3
Tim Freeman	78	18	15	11	14				58	4
Rory Plant	12	10	14	13	11				48	5
Alex Jory	22	15	0	12	20				47	6
Geoff Bowles	24	10	0	15	15				40	7
Brian Bourke	27	0	0	18	18				36	8
Rodney Potter	88	11	16	0	0				27	9
Michael Whitford	62	15	0	0	12				27	9
Jess Bell	30	22	0	0	0				22	11
John Angiolella	99	0	0	22	0				22	11
Cruz Cody	88	0	0	0	22				22	11
Simon Mitchell	99	0	18	0	0				18	14
Jenna Patan	85	15	0	0	0				15	15
Andrew Larkin	88	0	0	15	0				15	15
Mark Gorgovski	87	0	0	0	13				13	17
Chris Bell	29	12	0	0	0				12	18



Photo by Imajess Photography



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	M5 E39	1999
Richard Crawley	M5 E28	
	E24 635csi	
	E39 530iS	
Richard Bright	M3	1996
William Pollard	318is E30	1991
Archie Chiu	M135i	2015
Qidi Li	318i	1986
Harry & Bill Herouvim	730i	1989
	730il E32	1994
Troy Bateman	323i	1983
Asha Perera	E21	1979
Jens Olof Myhrman	328i	1997
Jason Pogorelec	E92 M3	2008
	320ci	2002
Eddie Yilmaz	E92 M3	2008
	X5	2015
Sudharshan Krishnamoorthy	535d F10	2010
John Penfold	X5	2004
Petar Studen	E36 318i	1992
Wesley Jin		
Admir Bogucanin	E92 M3	2010
Tina Tran & Thai Nguyen	E20	1977
Amin Shayan	330ci con.	2002
Fulvio Fantozzi	125 Coupe	2008
Andy Huynh	E30	1990
Glenn Kenneday	M3 Comp.	2016
	M5	2002
	Z Series M Coupe	1999
	E30 M3 Group A	1987
	E30	1983
Vahe Kojadelian	V12 8 Series	1991
	V12 8 Series	1991
	V8 6 Series	2004
Colm Carey	M2	2017
Jay Everett	850i	1991
Dave Fettell & Kathryn Cardwell	Datsun with E36 550B32 M3 Engine	1971



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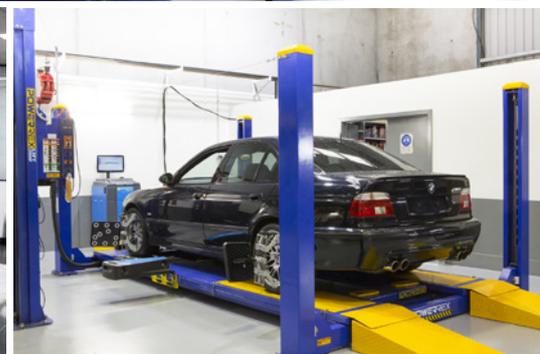
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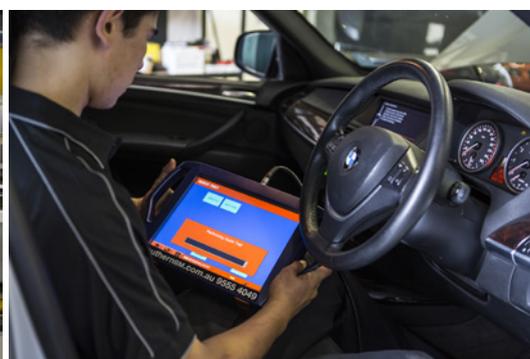
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