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2018 Issue 151



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From the President

Welcome to a new year with BMW Car Club of Victoria! I hope you enjoyed a break over the Christmas period.

The year ahead looks bright and full of fun for the club.

We'll have most of our regular events, kicking off with a busy February with two car shows for you to display your pride and joy. Any BMW will do as long as it is clean.

A little later in the year a go kart challenge makes a welcome return – all the fun of car racing without the expense!

The committee will have a busy year with a full review of our troublesome constitution and the build up to the BMW Clubs Australia Nationals, to be hosted by us in Melbourne over Easter in 2019. The Nationals are a great way to get in touch with the BMW community from all over Australia.

After more than a decade of diligent and efficient service Tony Whelan has stepped down from the role of Secretary due to ill health. We wish Tony all the best and express our thanks for his work over the years. Thankfully, he has agreed to continue to organise his fantastic long weekend drive trips away.

I look forward to seeing you at up-coming events.

Lawrence Glynn
President

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What's On

Date	Event	Location
2018		
11 February	Car Display: Torquay Motor Show	Torquay Foreshore
12 February	Members Meeting ft. E30's	Shannons, Heatherton
25 February	Car Display: RACV Classic Showcase	Yarra Glen Racecourse
02 - 06 March	Victorian Snowy Mountain Trip	Snowy Mountains
10 - 11 March	E30 Racing Round 1	Winton Motor Raceway
11 March	Car Display: Phillip Island Historics	Phillip Island Grand Prix Circuit
18 March	Drivers' Championship Round 1 (Hill Climb)	Haunted Hills
23 - 25 March	Australian Formula 1 Grand Prix	Albert Park
30 March	Good Friday Appeal Display	Lower Terrace, Birrarung Marr
7 - 8 April	E30 Racing Round 2	Wakefield Park Raceway
15 April	Go Kart Challenge	Auscarts, Port Melbourne
09 - 11 June	Queens Birthday Weekend Trip	Port Fairy
<i>Keep your eye on the calendar at bmwccv.com.au/calendar for more events!</i>		
2019	SAVE THE DATES & STAY TUNED!	
19 - 22 April (Easter)	BMW Car Club Nationals	Melbourne

Please refer to 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.*

Midweek Cruise to Neerim South

5 October 2017

Written by Stewart Adam



In keeping with David Lumb's inaugural Midweek Cruise to Toolangi, 26 club members and friends lucky enough to have a Thursday to themselves headed off from Officer to traverse the forest roads in the foothills of the Baw Baw National Park, and on to lunch at the Neerim South Hotel.

The fickle Victorian springtime weather held off to spitting for most of the trip, becoming warm and sunny as the lunchtime destination became closer.

The BMWs on the cruise ranged from early models to late 5, 4 and 3 series cars. The cruise offered participants a range of speeds along picturesque country roads, and offered a range of conditions from long sweeping bends to tight

farmland bounded corners and a twisty forest section before joining the Mt Baw Baw Tourist Road. Fortunately, the only timber jinker sighted was close to the lunchtime destination.

At Blue Rock Lake, we fraternised with a Mercedes-Benz SL63 AMG and a beautifully restored 1961 3.8 litre Jaguar MkII which joined the cruise. The lunchtime fare at the Neerim South Hotel and the relaxing views over the rolling hills allowed participants to catch up, as well as meet new people.

The general view was expressed as 'more midweek cruises please!' The challenge of directing the next midweek cruise is now made..



Geelong Revival

27 November 2017

Written by Joel Robin

Our club stand at Geelong Revival was very well executed and run on 26 November 2017.

Apart from mother nature opening up the clouds above with rain it turned into quite a warm and pleasant day for all young and old.

To start the day off we all met up at riverside park in riverside (just out of Geelong CBD) and departed to our stand at 8am, being beside the merry go round on beach front area.

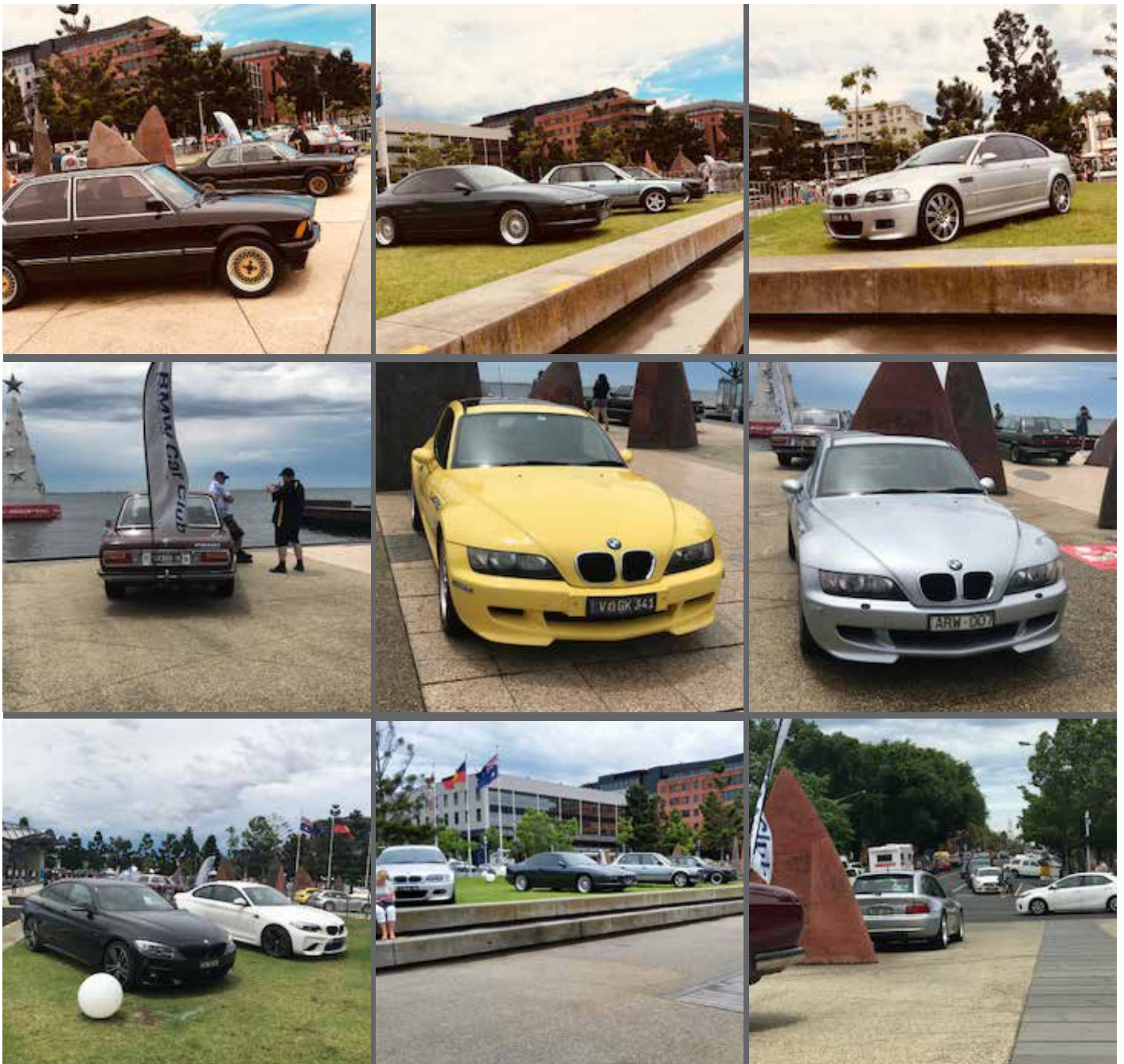
We had a vast mix of club cars that were there from 850ci, e30's, e3 and a range of m sport cars.

The day in itself was more than just the club display stand as there was plenty of action watching the speed trial racing as well as seeing other classic cars from other clubs all working in harmony with the racing events.

Certainly a fun filled day for the whole family to come along to.

I will be gladly returning next year and making a presence with BMWCCV for the display and look forward to seeing car enthusiasts alike join in on the show.

See you all there next year!



Sandown 'Come & Try' Day

25 November 2017

Written by Jim Tucker

"Driving your own car on a real race track is quite a buzz."

The BMWCCV held a 'Come and Try' day at the Sandown Racetrack on 25 November 2017. There were many entrant cars with approximately 40 taking to the track. It was a hot and humid day, and we arrived full of anticipation to drive our cars on the historic Sandown circuit.

These events are an excellent introduction into base level motor sport for absolute novices, through to experienced drivers. We had drivers in very modern machinery – which come out of the BMW factory just begging to be driven hard – and some of us in older and more sedate chariots. There was a mix of BMW and other makes to add further interest, and some cars that have been developed right up to full on racing types.

The principal element of these 'Come and Try' (and the Driver Training) days is that they cater for all levels of entrants, and all types of cars. That means a real mix of people and helps take part in the days. We had drivers wishing to improve their high-speed driving skills and others just wanting to see how they and their road cars performed on a race circuit.

These events start with sign in and scrutineering, just to ensure that the drivers and cars are capable of the task ahead. We were then divided into groups – in this case 4 groups – which

included some drivers who were novices, some with a little track experience and some who are full on competition drivers. This ensures we novices have some knowledge and track craft in the cars around us once we start driving real laps. Driver briefing covers off the Q&As, gives us direction about track etiquette and overtaking rules and ensures we are all clear on what will occur in the event of a mishap.

Then we hit the track. All new participants are taken on sighting laps by an experienced driver, and we were all offered instruction from a professional as a passenger in our own cars. Great option for most of us!

Driving your own car on a real race track is quite a buzz. These 'Come and Try' days are not intended for timed laps or competitive racing. The aim of the day is for drivers to explore their own driving ability in their own car to see what you can achieve. No pressure, no 'track bullying', no fear of being shunted or pushed off the track. First hand high speed driving tuition is available for any entrant as well.

Nevertheless, driving fast on a race circuit is why we are here!

It is most satisfying restoring and preparing your car and then pushing it hard during track laps. Although my car is older than most, it performed well on the day and gave me no reasons for concern. The rest periods between lap sessions certainly helped on such a muggy day. The driver, though, needs work! More practice laps will help, as will the advice and encouragement



of the professionals I received on the day.

Even though it was a hot old day, we had a fun time driving our laps (each car having about 15 mins per hour on track, all day), checking out other cars and talking to other entrants and owners. I have an older, E30 323i and found five other similar machines in various stages of development level. Plenty of clues there for me to work on!

Food and refreshments were available from a private caterer, and we were able to hire garages for the day if we wanted. This provided welcome relief from the weather conditions. It also gave us a garage buddy as most garages are interconnected. Yet another opportunity to get to meet other people with a similar interest, and to learn about our machines from dedicated and

very knowledgeable people.

As always, these events need organisation and management on the day. Those roles were very ably filled by Graeme Bell, Jo Mawson, the other Bell family members and partners, along with a host of other marshals whose names I haven't remembered. Then there were the Sandown Circuit management and security people as well. To all these people, a huge thank you from the entrants.

I would urge anyone who hasn't attended one of these events to do so. It was a wonderful day, in a non-competitive and alcohol-free environment, on a real racetrack and under the watchful eye of very experienced, friendly and helpful marshals. Probably as much fun as you can have sitting down!



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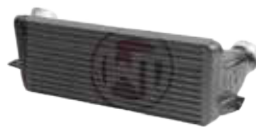
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Melbourne Cup Weekend Away

Part 1: 3 - 7 November 2017

Written by Simon De Lisle



On **Friday** afternoon before the Melbourne Cup, the traffic suggested a mass exodus from Melbourne was in progress. One that 21 BMWCCV members were part of, although our transport would be by sea. Upon reaching the bar/restaurant at Station Pier, we were expecting a quick drink before boarding. However, soon some massive platters started arriving to our tables. Thus, the tone was set for the trip: great company, many laughs and way too much tasty food!

Saturday morning started bright and early as we drove the cars off the boat and regrouped in a sleepy Devonport. We hit the road and headed towards a strawberry farm for breakfast, via a quick detour for one of the Targa Tasmania stages.

All fuelled up on coffee and strawberry pancakes, we got moving again and took the scenic route vaguely south-east towards one of Australia's oldest water-powered flour mills. Perhaps more interestingly, these days the mill is also the site of a whisky distillery. We enjoyed a tour of the facilities, learning about things such as mash-tuns, wort and the angel share. A tasting followed the tour, which included a lesson on how to drink whisky like a pro. As they say, "practice makes perfect", but with so much more of Tasmania to see, instead we got the convoy back on the road.

Onwards towards Hobart, where our wonderfully arty hotel was waiting. Some people took a tour of the hotel to learn about its past and present life, while others had a walk around the old parts of Hobart. A massive banquet capped off the great day.

Sunday kicked off with a couple of Targa Stages. The road surface was surprisingly rough in some places - not too much of an issue at our touring speed, but it must be a wild ride in say a Porsche GT3 at ten tenths! Regardless, the roads had a great array of twists and turns, surrounded by gorgeous scenery. Having never seen Tassie's famous driving roads before, it was exactly as I had hoped. To stretch our legs, the itinerary included a walk around the Tahune forest, including the tree-tops walk with fantastic views.

Returning to Hobart, our dinner venue was a pirate-themed seafood restaurant. The food took a while to arrive, but the wine was plentiful, leading to our crew getting into the jovial sailor spirit. It was all good fun, and no-one was made to walk the plank!

The famous MONA museum was up first on **Monday**. Very quirky and often confronting, it was a wonderfully unique experience. Both the building itself and the artwork within are fascinating. For most of the group, the afternoon was a leisurely drive down the coast. However, 3 of us snuck in a detour to the Wineglass Bay lookout. Not a moment was wasted as we made a beeline for the national park, huffed and puffed up to the lookout, took an obligatory selfie and made it to our accommodation right as the dinner bell was ringing.

Again, the food was plentiful and very tasty. Over dinner, we formulated a plan for world peace, told stories of epic road-trips and convinced ourselves that the used cars in our Gumtree wish lists would indeed be excellent investments. Good times.

"...great company, many laughs and way too much tasty food!"

Tuesday morning delivered more of Tasmania's wonderful driving roads. We wound our way through Scamanda, St Helens, Pyengana and Bridport on the way to a winery for the Melbourne Cup luncheon. We enjoyed a cup sweep and Fashions on the Field. Also, just like Flemington, we even had a dodgy Port-a-loo on hand! For those of us doing the 4-day tour, the luncheon was a perfect way to cap off the trip.

Many thanks to Tony for yet another wonderful holiday. Thanks to your meticulous planning and excellent leading, we had a fantastic time.

Part 2: 7 - 12 November 2017

Written by Liza Weatherall

On **Tuesday** we bid a fond farewell to those returning to Launceston to catch the boat home and our smaller group of 6 (Tony, the Johnson family and the Weatherall's) continued on our journey into Launceston. After booking into the Launceston Country Club Villas we shared a beautiful dinner at the Casino and hit the sack in anticipation of our adventures the next day.

Wednesday started with a delicious breakfast at the Country Club Casino, we then drove to the 41 degree South Salmon and Ginseng Farm in Deloraine. The tour was fantastic and being able to see how they produce the beautiful smoked salmon I so enjoy was very interesting. A walk in the wetland to view Montana Falls followed. We then headed off to the Marakooopa Cave for a tour underground. It was great if not a little tight in places but fascinating to see the stalactites, stalagmites and glow worms that have been

created underground by nature over thousands of years. It is another world and well worth the effort. Lunch (yes we are eating again) was enjoyed in a beautiful little cafe that featured a gorgeous garden displaying all the best of Tasmanian flora.

Following the Cethana Targa route we enjoyed some fabulous driving in the M6 and the scenery for those who had time to observe was fantastic. Arriving at Cradle Mountain Hotel in the afternoon we were able to relax and for some to go on a lovely walk around the area. Dinner was enjoyed that evening at the Hotel.

On **Thursday** after enjoying breakfast we headed off to Dove Lake for a two hour walk. The walk was not a "walk in the park" being a bit tough going in places but was well worth the effort. The scenery and the feeling of being in the wilderness was a great experience. Tony spotted a little echidna who appeared to think if he couldn't see us we couldn't see him and had his head poking in the dirt. Great up close encounter with this lovely little native animal.

We returned to Cradle Mountain Hotel for a casual lunch and then drove on three fantastic Targa routes finally arriving at Stanley late afternoon. Booking into the Stanley Seaview Inn for the night, we made our way down to the little township for dinner.

After breakfast on **Friday** we drove to Arthur River and took a cruise. It was one of the best river cruises I have experienced with one of the highlights being able to observe close up the sea eagles in their huge nests in the tree canopy. The eagles were expecting us and after being thrown some fish into the water by our guide they obliged us by swooping down and collecting the fish then taking them back to their young in the nest. Just amazing to see. We also caught glimpses of the delightful Azure Kingfishers who reside along the river.



We disembarked for lunch right in the Tasmanian rainforest and enjoyed a substantial spread of culinary delights while being observed by little wallabies and birds. While on an adventure walk our guide pointed out some rare and beautiful orchids that grow in the rainforest. Being an orchid enthusiast myself I was delighted to observe these beautiful tiny orchids in their natural habitat.

Today, Tony had left his gorgeous little M Coupe at the hotel and was chauffeuring Paul and I in the M6. I foretold Tony may be on the lookout for one when he decides to buy his next BM. With the driving in Tony's capable hands Paul and I thoroughly enjoyed the great driving roads leading us back to Stanley for an excellent meal highlighting lovely Tasmanian produce at Xanders Restaurant. Before returning to the Seaview Inn we had a night cap at the local pub and enjoyed meeting up with some locals who shared some of their Tassie stories with us. A great end to an adventurous day.

After breakfast on **Saturday** we made our way down to the town and took the Chairlift up to the lookout on the Nut. The view from the Nut is truly spectacular with 360 degree views of the wild ocean and the surrounding seaside towns.

During a very pleasant walk at the top of the Nut Tony spotted another little echidna scurrying into the undergrowth. Tony proved to be quite the naturalist.

After a pleasant drive we arrived for our last meal in Tasmania at Illume Restaurant at Boat Harbour. Following lunch we made our way along a very scenic route with some interesting stops along the way including the Table Cape Lookout at Wynyard. The Lookout had fantastic views up and down the coast and out into Bass Strait.

We finally reach Devonport and board the Spirit of Tasmania to return home to Melbourne. We enjoyed a pleasant meal together on the boat and bid a fond farewell to Bob, Barbara and Cameron as they would be driving straight from the boat to head home to Gippsland.

After disembarking on **Sunday** morning Tony, Paul and I shared a quick breakfast in Port Melbourne before going our respective ways. We couldn't quite believe it when we ran into Dennis who was out very early buying milk.

What a fantastic trip. Paul and I will be up for the next one as we just love these extended trips in Tassie.

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Melbourne Cup Weekend Photo Gallery



Christmas Show & Shine

3 December 2017

Written by Lawrence Glynn



After heavy rain over the preceding 36 hours and with light rain still falling when myself, my wife Shaaron, Jo Mawson and Graeme Bell arrived to set up at the Deaf Children Australia School on St Kilda Road, there was a distinct possibility we would be the only four people who showed up.

But we need not have worried. In fact, although a few of the 26 registered entries dropped out (understandably), we had slightly more turn up in the end including a few "show only" cars which are not normally allowed out in the rain, with or without gum boots on!

Melbourne BMW also kindly brought along M4 on which to feast our eyes, and our ears on a few occasions!

Set against the visual splendour of the school's bluestone building we had a beautiful array of Bavarian's finest vehicles ranging from nearly the start of BMW's "current era" (E3 and 2002 Touring) right up to today's answer to ultimate small sporting coupe, the M2, with some E24 6's and six of the delectable 8 series. Amongst the four cars Clive Massel kindly brought along was his rare South African built 330i, which is always of great interest.

For once the weather forecast turned out to be correct and the rain stopped (mostly) by the time judging started, allowing Tony Whelan to tally the scores in time for the trophy presentation (held

in doors even though outside was now possible) and raffle draw, which saw a great many prizes find new homes!

Whilst inside we were able to formally thank Tony for his great work on the committee over the last 10 plus years and present him with a token of our appreciation. We also presented a very surprised Jenna Patan with life membership - very well deserved.

Our food vendors were also brave enough to turn out although I'm not sure the sales figures would have excited them too much. There were a number of passers by who came in for a look and ended up buying something, and a few who came to buy Christmas trees from the (authorised) seller at the other end of the drive, so not too bad.

The weather was not really suitable for taking advantage of the green open spaces or the playground, but some still did.

The event was organised to raise money for Deaf Children Australia, their location being an atmospheric spot, and thanks to some very generous contributions we were able to donate \$553 to their cause on top of the venue hire fee.

Overall it was great day, lots of chat, a few glasses of wine for some, some nice food and good cars.

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No.	Competitor	Car	Grand Total	Entrant	Exterior	Interior	Boot	Engine
Class A: 2004 - 2017: E46, E50, E60, E70, E80, E90, F, G and i models								
1	WHELAN, Tony	F01 750i	368	45	85	95	73	70
2	GLYNN, Lawrence	E46 M3	363	51	90	81	83	58
3	ROUND, Ian	E85 Z4 M Road.	357	46	80	87	71	73
4	KENNY, Matthew	F87 M2	334	20	88	94	65	67
5	GARRARD, Allan	E93 335i Conv.	287	38	76	83	38	52
Class B: 1997 - 2003: E31, E36, E38, E39 models								
1	KENNY, Matthew	E31 840ci	391	59	84	96	87	65
2	SALTER, Raoul	E36/7 Z3 M Road.	382	39	97	84	75	87
3	MASSEL, Clive	E34 M5	349	44	86	92	65	62
4	MASSEL, Clive	E36/8 Z3 M Coupe	343	45	82	76	72	68
5	WISNIAK, Simon	E36/7 Z7	331	46	74	84	70	57
Class C: 1987 - 1996: E30, E31, E32, E34 models								
1	PAVLOV, Robert	E31 840ci	404	46	90	97	95	76
2	MASSEL, Clive	E30 333i	369	68	74	80	80	67
3	FISSCHER, George	E31 840ci	362	66	86	80	67	63
4	SKINNER, Noel	E31 850ci	336	57	81	82	54	62
Class D: Pre 1987: 2002, E3, E9, E10, E21, E23, E24, E28 models								
1	LOGAN, Nigel	E24 M6	396	70	81	81	90	74
2	MAWSON, Jo	E3 2500	364	79	78	80	72	66
3	MASSEL, Clive	2002 Touring	361	80	74	70	63	74
4	GREAVES, Bruce	E24 635sci	343	75	74	89	44	61
Best in Show								
	PAVLOV, Robert	E31 840ci	404	46	90	97	95	76
People's Choice								
	LOGAN, Nigel	E24 M6	11 votes					

Each category is scored out of 100, with the total score out of 500.



KE CIRCUIT →

BMW X3

Vehicle courtesy of Bundoora BMW

Photographed by Leigh Kelly | **MINAMI MEDIA + PRODUCTION**



National Motoring Heritage Day

21 May 2017

Written by Lawrence Glynn



"National Motoring Heritage Day falls on the third Sunday in May..."

These days there seems to be a special day on the calendar devoted to something or other just about every day of the year. The intention being to draw attention to that cause.

Motoring, or to be precise, motoring heritage is no exception. National Motoring Heritage Day falls on the third Sunday in May and is an opportunity to show the broader community just how much we have to celebrate in the world of automobiles.

Throughout Australia, the Australian Historic Motoring Federation, of which the Association of Motor Clubs is the Victorian member, organise displays, rallies, drives and the like with the aim of getting as many "heritage" vehicles on the road on that day as is possible.

This year the Victorian display was held at the Bellerine Estate at Portarlington, which is handy

for me as I live in Geelong. However, for various reasons, this is the first year I have attended this event in Victoria (I've been to many in my former life in Canberra).

The overall turnout was splendid, about 600 cars by my rough count, and many of them post 1950, which fits with my personal demographic.

We had but seven BMWs which was slightly disappointing. But what we lacked in quantity we made up for in quality; three JPS cars (two E21, one E30), an immaculate E30, an E24 6 series plus a 8 series with a Z4 to provide a point of contention as to what "heritage" really means! It was encouraging to see so much interest in our cars.

With live music (always a bonus) and food and coffee vans it was a very rewarding day out. Confusingly, I spotted quite a few historic plated vehicles on the roads which had not been at the display. I presume the owners knew about NMHD but perhaps not the display.

If you have a "heritage" vehicle put next year's date in your diary and take it out for a spin, even if you do not attend a formal display.

Members Meeting - Hawthorn BMW

5 June 2017

Written by Jo Mawson

We had a great turnout of over 30 members on a very wet, winters night at the new Hawthorn BMW showrooms. We were welcomed by the staff and had a tour of the facility.

We finished our meeting with a raffle for a fantastic prize of BMW M adrenaline experience at Philip Island which was won by one of our past presidents, Stephen Mattingly.

Be sure to register when you are attending these events to make sure you are in the running for surprise door prizes such as this fantastic one.

Thank you to the Hawthorn BMW staff for staying back to have us visit. The showrooms look fantastic!



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BMW Clubs Australia Nationals 2017

Easter Weekend 2017

Written by Jo Mawson

"It was wonderful to be met at the other end by one of Brisbane BMW Car Club committee members and to be chauffeured to our accommodation."

Easter Saturday we headed off to the airport to fly up to Brisbane. We were hoping to join the members who drove up but unfortunately work commitments held us back and flying up was the quickest and easiest option.

We dropped off cases, one full of my dress for Saturday night, this was the only time my luggage has weighted under 10kg travelling anywhere, and off to the Qantas lounge for a quick coffee and breakfast before boarding.

It was wonderful to be met at the other end by one of Brisbane BMW Car Club committee members and to be chauffeured to our accommodation. Michael was lovely and it was a fantastic added touch to make us feel welcome. Luckily our room was ready early and with a quick unpack and iron of the dress and suit for Saturday night, we went off to explore the area before joining the group to climb the Storey Bridge.

A group of about 12 people were at the ready for the climb and it was worth the effort. The view from the top was amazing and the young guide was informative about all the surrounding buildings. I surprised myself and found this climb very easy - if you are ever in Brisbane it's a must do!

After getting down we had a quick rush back to the hotel to frock up for the Saturday night's event which was on the 'Kookaburra Queen'. A Wild West Themed night. It was a great night with lots of fun! I had fun trying to manoeuvre around in my very large dress. Many of the Victorians dressed up as well which was great to see.

Some of our members participated in the Show of Excellence on Saturday, which looked like it had a fantastic turn out. Sadly we didn't have time to get out there and admire all the cars.

Sunday morning Graeme was up bright and early to head out to Lakeside to help officiate at the track as a flag marshal, he also managed to get a session in Ian Solomon's E30 M54, which put a smile on his face. He enjoyed hanging with other race enthusiasts and catching up with some of members from NSW and QLD.

My event was a slightly later start of 10.30 and I teamed up with Peter Williams for the Cryptic Cruise. Fortunately for us, Sandra and Roger Way needed a car to go in, and having QLD knowledge they were a great asset. This was a hoot and we all had a real laugh.

One of the ways of getting extra points on the drive was to have your photos taken with Police officers and we found two really accommodating officers who we managed to convince to put their lights and sirens on.

We ended the cruise at a park on the banks of the river with a picnic lunch and then back to hotel for a rest up before presentation at Fortitude Valley BMW.

It was a great turnout with all dressed up in their finery and the showroom was a lovely setting for the evening. Steven Richards was there as a guest speaker and to help with the presentation of the Motorsport trophies. He also helped BMWCCV with our presentation for the 2019 Nationals.

The handover of the Nationals Banner to Rod and myself then took place, where we then made our presentation for 2019 BMW Clubs Nationals, which will be held in Victoria.

Most of you who know me would think I could talk the leg of a chair, or as some might say "talk with a mouth full of marbles under water", but I was so nervous! I do not do public speaking well but it was well worth it! Our presentation was received extremely well with great feedback from members from other states.

Stay tuned for further information regarding the 2019 Nationals, we currently have a sub-committee ironing out the finer details for you!



Brisbane Nationals Photo Gallery



BMW E36 M3 Coupe

Written by Ian Lithgow of AustralianCar.Reviews



- ✓ *Flexible six cylinder engine delivers throughout the rev range*
- ✓ *Accurate steering provides excellent feedback*
- ✓ *Excellent dynamics*
- ✓ *A joy to drive*
- ✗ *S50 engine susceptible to VANOS failure*
- ✗ *Cramped rear seat*
- ✗ *Stiff accelerator pedal*

Released in Australia in June 1994, the BMW E36 M3 was initially available as a high-performance coupe; the E36 M3 Convertible has been reviewed separately. Manufactured in Regensburg, Germany, the rear-wheel drive E36 M3 Coupe was first offered with a 3.0-litre inline six-cylinder petrol engine that was mated to a five-speed manual transmission.

In January 1996, production of right-hand M3 Coupes with 3.2-litre engines commenced. These models – known in the UK as the M3 Evolution – had six-speed manual transmissions, with sequential manual transmissions available from April 1997.

Variant 1

Engine: 3.0-litre S50B30 petrol I6

Year: 1994-96

Transmission: 5sp manual

Peak power: 210 kW at 7000 rpm

Peak torque: 320 Nm at 3600 rpm

Variant 2

Engine: 3.2-litre S50B32 petrol I6

Year: 1996-99 6sp manual

Peak power: 236 kW at 7400 rpm

Peak torque: 350 Nm at 3250 rpm

Variant 3

Engine: 3.2-litre S50B32 petrol I6

Year: 1996-99 6sp SMG

Peak power: 236 kW at 7400 rpm

Peak torque: 350 Nm at 3250 rpm

S50B30 and S50B32 engines

The 2990 cc S50B30 engine had a cast iron block with 86.0 mm bores and an 86.0 mm stroke, an aluminium-alloy cylinder head (ported and polished), lightweight pistons, graphite-coated connecting rods, sequential fuel injection, individual throttle bodies for each cylinder, double overhead camshafts (chain-driven), variable intake camshaft timing (BMW's Variable Nockenwelle Steuerung or VANOS), four valves per cylinder with heavy-duty springs, a compression ratio of 10.8:1 and Bosch Motronic M3.3 engine management.

Other features of the S50B30 engine included a plastic inlet manifold, magnesium valve cover for the cylinder head, equal-length exhaust manifolds, a dual mass flywheel and coil-pack ignition.

For the S50B32 engine, bore and stroke were

increased to 86.4 mm and 91.0 mm for a capacity of 3201 cc. Other changes included an increased compression (11.3:1), variable intake and exhaust camshaft timing (double VANOS), Siemens MSS50 engine management, more efficient intake and exhaust systems, and a dual pick-up oil sump.

Manual and SMG transmissions

For the S50B30 engine, the E36 M3 Coupe had a five-speed ZF 'Type C' manual transmission. For the S50B32 engine, however, the E36 M3 Coupe had a six-speed Getrag manual transmission. Introduced as an option in April 1997, the Sequential M Gearbox (SMG) had automatic and sequential shift modes. Although it had the same gearset as the six-speed Getrag transmission, the SMG used an electro-magnetically controlled clutch that was triggered by pulling or pushing on the gear lever. Two further valves operated a pair of hydraulic cylinders that would engage each gear, thus providing gearshifts as fast as 0.4 seconds.

Safety equipment

The BMW E36 M3 was initially fitted with a driver's airbag and ABS; from March 1995, the M3 was also fitted with a front passenger airbag.

Brakes

The E36 M3 Coupe had 315 mm by 28 mm vented front brake discs and 312 mm by 19.9 mm vented rear discs. For the S50B32 engine, two-piece 'floating' front discs were introduced.

Features: E36 M3 Coupe

Standard features for the BMW E36 M3 included 17.0 x 7.5J 'M Double Spoke' cast alloy wheels with 235/40 ZR17 tyres, a ten speaker Alpine sound system with a radio and cassette player, air conditioning, contoured sports seats with 'Hurricane' cloth trim, remote central locking,

power windows, power mirrors and a security system (including an immobiliser). Inside, the E36 M3 Coupe was distinguished by its 'M' instrument cluster with red needles and M logo, sill plates with 'M3' logo, black headliner and 'M' gearshift knob.

The S50B32-powered E36 M3, however, was fitted with 'M Double-Spoke II' 17 x 7.5J front alloy wheels with 225/45 ZR17 tyres and 17 x 8.5J rear alloy wheels with 245/40 ZR17 tyres. Inside, the S50B32 M3 had restyled M-Cross cloth upholstery and leather door inserts. Visually, the post-1996 M3 could be identified by its clear indicator lenses, black mesh front airdam. To reduce mass, the post-1996 M3 Coupe also had aluminium doors (understood to reduce mass by around 14 kg).

S50 VANOS failure

Failure of the VANOS unit in the S50 engine can produce symptoms such as a loss of power below 3000 rpm, surging around 3000 rpm, a louder idle and rough running, and rough running. For the S50B30 engine, VANOS problems include:

- Due to heat, the VANOS intake rod seal – made from Buna rubber – will, over time, harden, shrink and fail. Since Buna rubber has limited heat resistance, it should be replaced by a Teflon rod seal (preferably) or, as an alternative, a Viton rubber rod seal.
- The VANOS intake piston seal – which consists of a Teflon ring and backing Viton rubber ring – can fail due to uneven wear of the Teflon ring.

This may be caused by:

- The rod seal failing (described above) and causing oil to leak from one of the oil chambers and the oil chamber on the opposite side of the seal pushing against it; or
- The piston seal cavity being too wide and providing space for the seal to tilt – this is caused by a paper gasket that



is fitted during assembly to prevent the piston parts from spinning. After assembly, however, the gasket has no function. Removing the paper gasket restores the piston seal cavity to the correct width.

- The VANOS solenoid O-rings – made from Buna rubber – may harden, shrink and cause external oil leaks. To fix, the O-rings should be replaced by solenoid O-rings designed for the S62B50 (E39 M5) engine which are made from Viton and have multiple facets to divert oil flow away from the O-ring and prevent it from shredding under the high oil pressure.

is caused by wear in the variable valve timing helical (slanted) gears which are found on the camshaft, camshaft sprocket and splined shaft which attaches to the VANOS unit. Wear of the helical gear allows the camshaft to have lash movements that engage the splined shaft axially; the axial play that causes the rattle is found on the helical gears and the splined shaft bearing.

To fix VANOS rattle in the S50 engine, the outer ring can be replaced with a ring that is made of bearing steel that has been hardened and ground to bearing standards; its height can be controlled to provide a tight axial bearing fit. Furthermore, outer flat washers can be combined to provide



- The VANOS unit has multiple O-rings for static sealing which – with one exception – are made from Viton. Over time, these O-rings may compress (flatten) and require replacement.
- For the S50B32 engine, there are two exhaust piston seals which consist of a Teflon ring with a backing Viton O-ring. Wear of the Teflon and/or compression of the O-ring, can cause the seal to become loose and not function properly. To fix, the Teflon rings can be thickened and Viton O-rings used which are less susceptible to compression.

the necessary height for a tight fit.

A diaphragm spring incorporated in the intake and exhaust sprockets also affected VANOS rattle since this spring loads the sprocket rotational movement to dampen quick movements. Since the spring weakens over time, replacing it with a new one is often needed to completely fix the rattle. Since the spring is not available as a separate part for S50 engines, springs for the S54 and S62 engines are used instead; the S62 diaphragm spring is thicker and regarded as more durable.

S50 VANOS rattle

VANOS rattle generally occurs from 1800 to 2200 rpm, but may also occur at idle. The rattle



AustralianCar.Reviews

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Motorclassica

15 October 2017

Written by Lawrence Glynn



"Motorclassica is Australia's only international grade classic/veteran/vintage car show and, as such, runs to a very high standard."

Motorclassica is Australia's only international grade classic/veteran/vintage car show and, as such, runs to a very high standard.

Sadly, not many overseas cars make their way to the character filled polished wood floors of the World Heritage listed Royal Exhibition Building in Carlton – home to, amongst other things, the opening of the first Federal Parliament.

Despite the reluctance of overseas owners to incur the undoubtedly high costs of bringing cars to Australia, the event is oversubscribed by local owners by about 3 to 1. A careful vetting system is used to select the very best each year, and no car will return for at least four years, if ever.

At the same time as the exhibition there is a top end car auction, the sales lots of which are also on display.

Taken together, this means that there will be plenty of really good quality and diverse cars on display across all eras, including contemporary supercars.

I was fortunate to spend some time with one of the concours judges, who are looking for originality

at an incredible level, not just cleanliness. But it is not all about restoration, as there is also a preservation class where lack of restoration but looking like new is the game. Club member Robert Pavlov had a car in that class and, although it looked like new, upon opening the doors one was hit with the unmistakable whiff of "old car" smell from the interior trim. Beautiful.

The balcony level around the edge of the main floor is used for various trade displays and food and drinks, affording a perfect vista of the cars from above whilst refreshing the body, or buying parts to refresh your car/garage.

And all this is done with style and taste. There is even a parade through the streets on the day before the show proper to make it a truly great event.

But that is just inside.

Outside is where various invited car clubs and some high end car dealers get to display.

We are lucky enough to get invited each year for the Sunday. As with inside, space is tightly contested with clubs vying for extra space. As with inside, we were oversubscribed for our allocation. Which is a good thing in a way as we were able to assemble a superb representation of BMW's sporting inclination and a bit of the corporate heritage.

Car shows are not just about looking at the cars, they are about people and the stories behind the cars. Keith Olsen was able to fill in a bit more of the story behind his gorgeous Turkis Metallic 3.0Csi E9 when a former owner saw the car and introduced himself.

And, just for once, it was a lovely sunny day.

Whether your car is on display or not, Motorclassica is well worth a visit.

The BMW Z4 Concept

BMW PRESS CLUB



Freedom on four wheels

The BMW Group is using the Concours d'Elegance at Pebble Beach to present its exciting new take on a BMW roadster. Dynamic, progressive and an irresistible purveyor of thrills, the BMW Concept Z4 boasts lithe and compact proportions, a dynamic silhouette and an emotionally appealing use of forms.

The attention-grabbing design study offers a look ahead to the series-production version of the car set to be unveiled over the course of next year.

"The BMW Concept Z4 in an all-out driving machine," said Adrian van Hooydonk, Senior Vice President BMW Group Design. "Stripping the car back to the bare essentials allows the driver to experience all the ingredients of motoring pleasure with supreme directness. This is total freedom on four wheels."

A statement of unbridled driving pleasure

The sporty and progressive BMW Concept Z4 encapsulates the BMW Group's vision of a modern roadster. "The BMW Concept Z4 expresses the new BMW design language from all perspectives and in all details. From the dynamic- looking front to the striking flanks to the clean-cut tail end: a few lines and the subtle interplay between surfaces are enough to generate a sense of power and emotion," adds van Hooydonk.

BMW's roadster tradition, reloaded

The BMW Concept Z4 adopts classical roadster design cues, such as a long wheelbase, a low-slung, stretched silhouette and a compact rear end, wraps them in a fresh, confident package and enriches them with the contemporary BMW design language. A shorter bonnet and crisp overhangs ensure the driver sits closer to the centre of the car than in previous BMW roadsters. This gives the new proportions a focused, sporty and agile feel. The outline of the car follows a distinct wedge shape, which fills the BMW Concept Z4 with dynamism before it even pulls away. The large domes stretching out rearwards from the cabin elegantly integrate the function of rollover bars and provide a sporting conclusion to the low-to-the-road silhouette at the rear.

Reimagining the design language and surfaces. The clearly sculpted shark nose at the front end spawns dramatic surface contouring that extends the full length of the flanks. The new direction taken by BMW's design language can be seen here in just a few precise lines that form clear surfaces, while the body's volumes are powerfully sculpted. The surfaces and forms therefore create an extremely modern and emotionally engaging impression. The large Air Breathers rearwards of the front wheels act as the source of the flanks' elaborately modelled

"The BMW Concept Z4 expresses the new BMW design language from all perspectives and in all details..."

surfaces (they appear to be shaped by the flow of air as it exits the Air Breathers). Light and shaded surfaces develop in a rising movement towards the rear, then twist to form muscular wheel arches and athletic volumes. All of which shines a bright stylistic spotlight on the car's rear-wheel drive. The dramatic interplay of lines and surfaces underscores the wedge shape of the flanks and infuses them with even greater dynamism. And the low door sills, with their distinctive crease, makes the body appear closer to the road, emphasising the low-slung sensation when viewing the car from the side.

The expressive Energetic Orange frozen exterior paint finish showcases the contrasts of light and shade in the surfacing, accentuating the three-dimensionality of the exterior. And the 20-inch light-alloy wheels in a sporty bi-colour double-spoke design provide harmonious finishing touches to the styling of the flanks.

Low and progressive – the front end

The design of the BMW Concept Z4's front end is undeniably sporty in nature. The relationship between the low-set, broad kidney grille and the positioning of the headlights higher up sparks deliberate associations with the BMW

Z8 and lends the BMW Concept Z4 a certain flamboyance. In place of the customary bars, the inside of the kidney grille features elaborately designed mesh, whose vertical orientation recalls the sporty, functional kidney design of early BMW roadsters such as the BMW 328 Mille Miglia. In a departure from the BMW norm, the Concept Z4 provides a vertical interpretation of the classical four-eyed headlight look, with two overlapping tubes on each side. The turn signal indicators point diagonally towards the kidneys from above and underline the dynamic flair of the front end. And the clamshell bonnet with stylised gill vents curves over the wheels, creating an intriguing and virtually seamless sweep over the front end as a whole.

The front apron cuts a genuinely athletic figure with its sculptural design language. Its trio of large air intakes are a nod to the powerful engine further back and so carry the promise of a dynamic driving experience. The large carbon-fibre insert in the central air intake is straight out of the motor sport playbook and champions the use of detail to emphasise the front end's dynamic presence.

Together, these design elements compose a fresh and memorable face for the Concept Z4 – one which pays a very modern and sporting tribute to the celebrated roadsters of BMW's past.

Athletic and eye-catching – the rear end

The design of the BMW Concept Z4 likewise references details and qualities from BMW's rich roadster tradition and updates them for the years ahead. The wide and low design of the rear picks up the lines of the car's flanks and massages them into a modern rear of beguiling clarity in terms of surfaces and styling elements. The powerfully flared wheel arches give the car





broad haunches, which are emphasised by the slim, L-shaped rear lights and therefore further enhance the car's sporting stance. Above the rear lights, the boot lid – complete with prominent spoiler – stretches across to the burly wheel arch extensions, sending out a message of power-infused agility. Below, large air outlets in the rear apron create their own dynamic impression. The carbon-fibre diffuser adds a sporty and exclusive flourish and signs off the rear end at its lowest point to the road.

Exterior and interior in unison

The kinship between the interior and exterior of the BMW Concept Z4 is evident in both forms and colour scheme. The design language of the interior takes the powerful, three-dimensional character of the exterior and adds another voice to the dynamic chorus. Much of the interior adopts the colour of the car body, creating a clear visual link between the interior and exterior. Only a classy chrome trim strip provides separation.

Maximum focus on the driving experience

At the same time, the interior serves to reinforce the total focus on the driving experience too. The driver's seat as well as the door trim panels, instrument panel and centre stack that encircle the driver are finished entirely in black, meaning that they stand out prominently from the coordinated orange shades of the exterior and the rest of the interior. Together they form a clearly defined area that wraps around the driver like a capsule, producing a very sporty sensation.

This creates a pure-of-purpose driving environment with a pronounced "cone of vision", where the steering wheel as well as the surrounding black surfaces appear to be surging forward and, in so doing, accentuate the cabin's powerful driver focus.

The instrument cluster and central information display form a high-quality cluster of screens that are integrated into the driver's cockpit to flawless ergonomic effect. The two displays are now positioned at almost the same height and in close proximity to one another, which gives the impression of a single, cohesive unit. They work together to deliver the right information at the right time. The driver can choose which elements they wish to call up (via touch command) from the content available in the information display – route guidance, playlists or other infotainment features. Above the instrument cluster, the Head-Up Display presents the key driving information within the driver's direct field of view.

Prominent surfacing

Emerging from the driver's side of the cabin is a sporty instrument panel of inherent lightness. The clever arrangement of surfaces and edging breaks up the considerable volumes and engenders the impression of a powerfully chiselled muscle. The clear wraparound design from the doors to the instrument panel enhances the sporty, cocooned feeling in both seats.

Pared back to the essentials

In keeping with the focus on the essentials, all the controls are grouped into "function islands". Nothing distracts from the driving experience. Trim elements inside the cabin are likewise minimalist in nature. Indeed, it is instead the classy materials, carefully applied polished chrome accents and swish, hexagonal laser-cut motifs in the seats that do most to create the interior's exclusive ambience. Carbon-fibre door sill finishers and embossed asymmetrical logos in the seats and instrument panel set the seal on the interior's sporting profile.

BMW Melbourne Pty Limited sold to Autosports Group

BMW PRESS CLUB

BMW Group Australia has announced the sale of its factory owned dealership business located in South Melbourne and Southbank, BMW Melbourne Pty Limited, to ASG Melbourne Pty Ltd, a wholly owned subsidiary of Autosports Group Limited (ASG).

The sale covers all businesses operating under the BMW Melbourne Pty Limited banner, including BMW Melbourne, MINI Garage Melbourne, Southbank Motorcycles and BMW Bodyshop.

The agreement carries provisions for the retention of current business operations, staff and processes and is a completely separate transaction from the recently announced intention to sell the BMW Southbank property located at City Road.

The transaction is subject to a number of conditions prior to completion and is expected to be completed in the final quarter of the 2017 calendar year. On completion the business will change its name to Melbourne BMW.

This acquisition provides the opportunity for ASG to consolidate its representation with the luxury brands of BMW, BMW Motorrad, MINI

and ALPINA and strengthens ASG's move into the Victorian market, which includes the recent acquisition of Doncaster BMW and Bundoora BMW.

BMW Group Australia CEO, Marc-Heinrich Werner, said the BMW Melbourne business was critical to the future success of the company.

"The BMW Group is about to experience a massive influx of exceptional product in the Australian market, and we are ensuring we have a seamless network structure and partners to guarantee the highest levels of customer service. "This sale represents an extension of an already-successful relationship with Nick Pagent and the ASG Group, and I am delighted to note this further commitment to the BMW brand," Werner said.

ASG CEO Nick Pagent said: "This acquisition is a perfect strategic and geographic fit for Autosports Group. We are looking forward to deepening our relationship with the BMW Group in the important market of Melbourne. We thank BMW Group Australia CEO Marc-Heinrich Werner for his collaborative approach to the acquisition."



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Competitor	Car #	Vehicle	Class	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Total	Pos.
Paul Kertes	42	BMW E30R	I	10	7	0	9	26	1
Walter Buehler	555	BMW F85 X5M	H	0	8	8	9	25	2
Rachael Kertes	22	BMW E36 318is/ E30R	B/I	8	8	9	8	24	3
Simon Leach	51	BMW E30	D	9	6	0	8	23	4
Andrew Burke	38	BMW E30	D	0	10	10	0	20	5
David Myall	12	BMW F82 M4 GTS	H	7	4	0	7	18	6
Michael Whitford	62	BMW E30R	I	7	4	0	7	18	6
Peter Caretti	19/11	BMW E82 1M/ E36 M3	G/H	10	0	0	8	18	6
Tania Simpson	49	Mini Cooper S	B	0	9	8	0	17	8
Alex Jory	122	BMW E30R	I	0	8	8	0	16	10
Chris Bell	29	BMW E30R	I	0	6	0	10	16	10
Graeme Bell	31	BMW E30R	I	6	0	9	0	15	12
Jenna Patan	85	BMW E30R	I	9	5	0	0	14	13
Russell Cook	29	BMW E30	D	5	0	8	0	13	14
Ashlea Caldwell	328	BMW E46 325ti	D	0	3	9	0	12	15
James Jory	221	BMW E30R	I	0	0	10	0	10	16
Jeremy Payne	43	BMW E30R	I	0	10	0	0	10	16
Julius Rosachach	18	BMW E36	D	10	0	0	0	10	16
Rod Smith	10	BMW E30	D	6	4	0	0	10	16
Brian Bourke	127	BMW E30R	I	0	9	0	0	9	20
Gavin Tindall	6	BMW E63 M6	G	9	0	0	0	9	20
Kevin O'Driscoll	21	BMW E21R	I	0	2	7	0	9	20
Louise Forrest	45	BMW E30R	I	0	3	0	6	9	20
Simon Shiff	27	BMW E30 318is	B	0	0	0	9	9	20
Stephen Gagetti	261	BMW E82 1M	H	0	9	0	0	9	20
Stuart Fisher	211	BMW E30	D	0	9	0	0	9	20

Top 20 only, please see www.bmwccv.com.au/motorsport-fixtureresults for complete results

Q1 Group BMW Drivers Cup 2017 - E30 Racing

Competitor	Car #	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Drop rnd	Total	Pos.
Michael Holdcroft	19	18	25	25	25	25	18	1	118	1
Tim Freeman	78	18	15	11	14	16	20	3	83	2
Brian Bourke	27	0	0	18	18	20	25	1	81	3
Glenn Potter	66	20	20	20	0	18	0	4	78	4
Alex Jory	22	15	0	12	20	0	22	2	69	5
Sean Bell	1	25	22	16	0	0	0	4	63	6
Geoff Bowles	24	10	0	15	15	13	0	2	53	7
Rory Plant	12	10	14	13	11	14	0	1	52	8
John Angiolella	99	0	0	22	0	15	0	1	37	9
Chris Bell	29	12	0	0	0	22	0	2	34	10
Rodney Potter	88	11	16	0	0	0	0	3	27	11
Michael Whitford	62	15	0	0	12	0	0	2	27	11
Jess Bell	30	22	0	0	0	0	0	2	22	13
Cruz Cody	39	0	0	0	22	0	0	1	22	13
Simon Mitchell	99	0	18	0	0	0	0	1	18	15
Donovan Mollenhagen	99	0	0	0	16	0	0	1	16	16
Jenna Patan	85	15	0	0	0	0	0	2	15	17
Andrew Larkin	88	0	0	15	0	0	0	1	15	17
Mark Gorgovski	87	0	0	0	13	0	0	1	13	19

Welcome to all new members

Jordan Tait	E36 318is	1992
Nathan Davies	E60 M5	2006
	E46 M3	2004
	E30 Coupe	1990
Michael Connaughton	M235i	2015
Aminta Makalovski	E30 320i	1988
Paul Johnson	325e TC Baur	1986
Neil & Debra McIntyre	M3 Pure 11 Coupe	2013
Jason Remedios	E30 318is	1990
	E30 M3	1987
Richard Collis	318i	1995
Allan Garrard	335i M Pack	2009
Nick Tate &		
Liam Callegher-Tate	E#0 2.7e Coupe	1986
	850ci Coupe	1993
	X5 Diesel Turbo	2003
	X5 Diesel Turbo	2006
Steve Danaher	M3	2017
Arthur Papagelis	X Series M50d	2013
	530i	2004
Emilio Roccioletti	328i	2013
	E9 3.0 CSA Coupe	1973
Justin Nguyen	E30 325i	1991
Trevor Ryan	840ci	1999
Terry Claven	325e Cabriolet	1987
Patricia Riley & Bruce Paris	840	1993
Paul Fritsch	M30 323i Alpina	1988
Zachary Hanlin	140i LC11	2017
	535is E34	1989
Sam Daou	E325i	1989
James Bendun	E30 318i	1990
Tom Hosie	E30 Baur with Alpina C1 2.3 mod	1984
	E#9 530, high tech with M pack	2002
Andrew Dickson	3 Series TC Baur with M Tech Kit	1985
Charitha Kuruppa	318i E30	1983
Douglas Ward	320i	2003
Arron Mawson	E30	
Konstantinos Nicolaou	M3 E36	1994
Abhikash Singh	E36	1988
Simon Grenda	323i Coupe	1985
Chris McSteen	318i Baur	1985
	635i	1985
Jim Hatzoglou	E30 323i	1984
Steve Supple	318is E36	1992
Rahoul Pozniakov	335i	2013
	M5	1992
Man Yuen Daniel Sze	320i Coupe	1987
Alex & Elena Clarkin	M2 235i	2016
	X5 4.8i	2010



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