

TOPMarque

2019 Issue 159



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Editorial Address

The Editor BMWCCV Top Marque

GPO Box 1250
Melbourne Victoria 3001

General Mail & Enquiries

The Secretary
BMW Car Club of Victoria Inc.
GPO Box 1250
Melbourne Victoria 3001

Try our website www.bmwccv.com.au for more club information. Or join us on Facebook: [/groups/BMWCCV](https://www.facebook.com/groups/BMWCCV)

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COMMITTEE CONTACT DETAILS

President

Paul Weatherall
president@bmwccv.com.au

Editor / Advertising

Liza Weatherall
editor@bmwccv.com.au

Vice President

Jeff Murdoch
vice_president@bmwccv.com.au

Activities / Events

Tony Whelan
events@bmwccv.com.au

Secretary / Public Officer

Malcolm Cuthbert
secretary@bmwccv.com.au

Merchandise/Club Permits

Rod Smith
merchandise@bmwccv.com.au

Treasurer

Ken Christie
treasurer@bmwccv.com.au

Loans Officer

Ken Lee
Loans@bmwccv.com.au

Membership

Wendy Eime
membership@bmwccv.com.au

General Committee Member

Matt Draheim
gen_committee@bmwccv.com.au

Motorsport/Driver Training

David Lumb
motorsport@bmwccv.com.au

General Committee Member

Phil Logan
gen_committee@bmwccv.com.au

Cover Details: BMW M8

From the President



First up I would like to take this opportunity to congratulate the outgoing President Matt Draheim on his service in this role over the past 2 years. Under his guidance the Club has gone from strength to strength following the turbulent period in early 2018 and continues to grow and prosper today. Happy to say Matt is continuing as a general committee member so will not be far away.

I was very proud to receive the support of the Committee and members at the AGM in October and am honoured to take up the President's role for the next two years.

I am lucky to have a dedicated and hard working team of people serving on the Committee and believe we are in a very good position to tackle the challenges that face all Car Clubs in an ever changing world.

Personally I am committed to maintain the highest standards across all aspects of the Club including statutory governance, motorsports, social events and am fully committed to working in an inclusive manner at all times.

The Club is all about coming together to share our passion for BMW cars and 2019 was packed full of great events with something on offer for everyone to enjoy. I look forward to meeting you at some of the exciting events planned for 2020.

I encourage you all to become involved in our great Club and invite you to contact myself or any Committee member if you have any questions, suggestions or wish to volunteer your time in anyway big or small in the organisation of activities.

I wish you all a Happy New Year and hope 2020 brings lots of motoring pleasure to you and your families. Happy Motoring and please drive safely.

Paul Weatherall
0417 340 153

Message from the Editor



Welcome to Edition 159 of the Top Marque finishing off a great year for the BMW Car Club of Victoria for 2019.

The later part of the year was packed with great events including the annual Melbourne Cup Weekend with a great weekend spent in the High Country featured on page 32. Plenty of action for the motorsport enthusiast as well so check out pages 18, 20 & 26.

Many thanks again to all those who have contributed to the content of this bumper Edition. Your time and effort is much appreciated by me. If you have a good story to tell about your BMW passion, an interesting article or some ideas to share please do not hesitate to contact me.

Hope you had a lovely Christmas and a Happy New Year to all.

Safe driving everyone.

Liza 0447 497 777

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What's On

Date 2019	Event	Location
Sunday, 12 January 2020	Members Event Cars and Coffee at the Carousel	Albert Park
Friday, 17 January 2020	Defensive Road Safety Program	Sandown
Sunday, 9 February 2020	Car Display at Torquay Motor Show	Torquay
Monday, 10 February 2020	Members Event with Ron Simmonds	Bentleigh RSL
Sunday, 23 February 2020	Car Display at RACV Classic British & European Clubs	Yarra Glen Racecourse
Sunday, 23 February 2020	Motorsport Sprint Day at Sandown Round 1	Sandown
Friday, 28 February 2020	Performance Driver Training	Sandown
Sunday, 15 March 2020	Motorsport at Phillip Island Round 2	Phillip Island
Sunday, 29 March 2020	Cruise and Lunch Mornington Peninsula	Mornington Peninsula
Saturday, 18 April 2020	Motorsport Sprint Day at Sandown Round 3	Sandown
Sunday, 26 April 2020	Cruise and Lunch to Army Tank Museum	Puckapunyal
Sunday, 24 May 2020	Cruise and Lunch Around the Bay in a Day	Queenscliff
Friday, 29 May 2020	Performance Driver Training	Sandown
Monday, 1 June 2020	Members Event at the Emergency Management Victoria	Exhibition St
Sat-Mon, 6-8 June 2020	Queen's Birthday Tour	TBA
Sunday, 7 June 2020	Motorsport Sprint Day at The Bend Round 4	Tailem Bend
Saturday, 20 June 2020	40th Year Anniversary Dinner	TBA
Sunday, 21 June 2020	Defensive Road Safety Program	Sandown

PLEASE NOTE: Keep an eye on your emails for more information as it comes to hand regarding exciting Member's Events that will take the place of the traditional Monday night meetings for 2020. 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.



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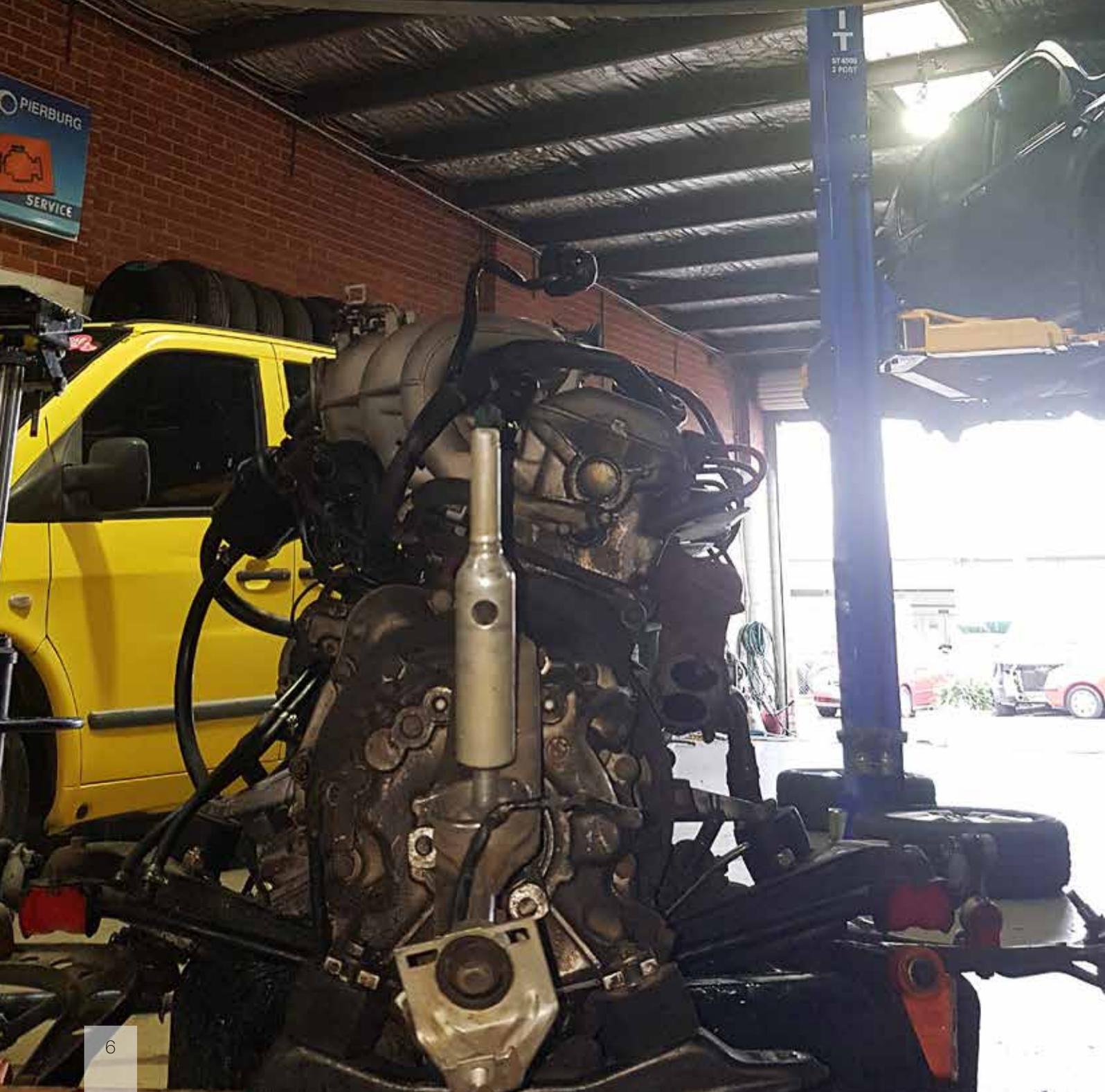
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Work continues on the massive
rebuild on a mighty BMW E30.

When will it all end?

Written by Shane McKenzie



Following on from my previous article (Edition 156 page 22) on my suspension upgrade, here is the next phase of my BMW E30 build, aka, Project Dirty.

The car was driving pretty well, but the M20 is a bit of an asthmatic motor in today's terms. Rather than going the path of a turbo build (which in hindsight might have been quicker and possibly cheaper), I opted for the tried and tested M50 swap. But I have no ordinary M50. I managed to find myself a stroked M50B25. Effectively, this motor is an iron block M52B28 OBD1. With the RHD M50/G260 flywheel (mates to original starter) E28 535i standard clutch, R3VShift motor mounts and M50 intake with M52 Throttle Body.

I took delivery of the motor almost 2 years ago, yes, it's been sitting around in a friend's workshop all that time, just waiting for me to start on this swap. This is my first attempt at an engine swap, ever! I used to have a Triumph Spitfire (in the 90's, so please, no hate) at the time I also had my white E21 320i. My first BMW. Then I began acquiring the parts and information needed for the swap. First, was the E34 sump, pickup & dipstick. Had the sump Hydroblasted (like my brakes before) looked brand new! Installed it all, loctight the reverse nut on the sprocket and sealed it all up.

Next, I found myself the engine mounts & flywheel. Both in Adelaide, so my hometown friends took delivery for me and when I saw them next, collected the parts.

Then it was onto rebuilding the PCV system. It was a very backyard bush mechanic version on a nicely built motor, so I ordered all new original M50 CCV parts. Plumbed it all up (as best I could make out), cleaned out the ICV & TB and checked over all the pipework, plugs and wiring.

I found a guy local (in the suburb I lived in to be precise) who did harness adapters. He came highly recommended by another friend, so I hit him up and explained what I wanted. His reply, yeah, "should be straight forward". I was a little skeptical, so many videos on YouTube etc of all sorts of things just not working.

Now it was time to remove the old motor. My plan of attack was drop the whole thing under the car and lift the car off with a hoist. So I began dismantling it all. Set up some tyres to rest it all on, unbolted it all and began to raise the car. I missed 1 solitary wire, but all in all, the whole thing came out extremely easy and quick.





Written by Liza Weatherall

What a great opportunity to view a **stunning collection of unique classic cars** and to learn all about oils.

It was full house for the Members meeting held at Penrite Oils on 11 November 2019 with 35 plus members attending on the evening. Pretty sure the lure to view up close the amazing classic car collection in the working museum on the site was irresistible to our motor enthusiasts.

Penrite Oil was first established in Australia in 1926 and was purchased by John and Margaret Dymond in 1979. It continues in the same family today and is a 100% Australian owned company employing 300 people. The philosophy of the first owner being that "only the right oils (Rite) would ever be sold to local

customers" continues to this day.

After enjoying some light refreshments and an up close look at some of the amazing cars, Ken Bedggood, Racing Manager Team Penrite and Ross Healey, his right hand man talked about the company products and the importance of using approved quality oils and coolants in maintaining the life of a BMW vehicle. Quoting John Dymond "oils are cheap, engines are expensive" he also explained the extensive testing that is done on their oil blends and that they have accreditation for their products from BMW in Germany. It was also interesting to hear about the company's environmental program



that reduces landfill waste by the way lubricants are manufactured, packaged, distributed, handled and stored.

Now to talk about the cars on display which to say the very least were an impressive group of classic examples of fine motoring engineering. A few highlights for me were the 1938 BMW 328 which is the only one in Australia, a 1936 540K Supercharged Mercedes Benz and an absolutely beautiful Aston Martin. There were also some fine examples of classic race cars on display.

After the presentation and answering the many questions from members we were invited next door to

the workshop to have a look at the many projects being worked on.

After the meeting many took advantage of the offer to make some purchases of Penrite products. Ken also announced that all BMW Car Club of Victoria Members are eligible for a 12.5% discount on all products ongoing.

Many thanks to Ken and Ross for hosting this fantastic event and to our fabulous Events coordinator, Tony Whelan for making it all happen.



“Bertie” a much loved
E12 BMW 525 and his amazing
journey to Australia

Written by Leonard Mendoza

I left Australia in September 1974 with two best friends from my youth. Our plans were to live and work in London for at least three years and travel through Europe whilst there. Two of us boarded a ship and sailed to Southampton whilst the third person flew and met us there as he only had limited time away from his business management course and employment.

My original intentions were to purchase a shiny new expensive model motor vehicle whilst in England with the view of selling it on my return to Australia and making some good money back home on the sale as cars in Australia at the time were twice as expensive as in Europe. I travelled the ‘Australian’ route through southern Europe in the Northern summer of 1975 and returned to England in late October of that year and decided to buy something with the view of exporting it back home.

My mother had a cousin living in London and her husband was quite well off and were trying to advise me on what type of car I should buy. He owned a Rolls Royce Corniche and his wife owned a Triumph Stag. He

first tried to talk me into buying a Triumph Stag then a Rover. Both British made cars at the time. I wasn't keen on either of them. I did toy with the idea for some time to buy a nice sports car, a second hand AC Cobra but thought that to get it up to Australian emission and safety standards of the time would be too time consuming for me so I looked around for something more exotic and European.

BMW's at the time were very popular in Europe and the Australian market was beginning to grow, they were bringing good prices and if I could purchase one at a fair price I believed I could double my outlay on my return to OZ. I went along to the BMW dealer in Park Lane London where I fell in love with the E12 BMW 525. It was the first of the executive range. Mine is the 4 speed manual gearbox. Chief of design was Paul Bracq and Marcello Gandini of Bertone co-designed the exterior body style. Gandini was famous for designing the Lamborghini Muira, Countache and Diablo The E12 525 has the M30B25 2.5 Litre 107Kw straight 6 engine and reportedly the best engine BMW has produced.



The sales person at Park Lane asked me if I wanted a test drive first, I said no, I know it will be a great car. I decided to order my shiny new E12 525 from the dealership in Park Lane and have it made for me to Australian specifications on the production line in Germany and have it shipped over to the Park Lane dealership in London where I picked it up.

After receiving my car, we were invited to many a launch party of new BMW models at the Park Lane showrooms. They were lavish affairs with plenty of food and drink. Many a time we staggered home on the London underground. They were great times.

The import laws into Australia at the time were reasonably strict for vehicles that were purchased overseas then shipped back to Oz so I had to keep the car in England for a period of 12 months. This was fine as I intended to stay on for another two years. I then had to take it out of the UK or I would have to pay import duty

and tax, but the catch was

that I could not then import it back into Oz either as the vehicle had to be owned at least for 18 months before being imported otherwise I would have to pay import tax and duty here. So I arranged for an Australian girl I had met on my European travels in the northern summer of 1976, who by this time was living in Hamburg Germany with her new boyfriend. They kindly agreed to look after my new BMW for a further period of 6 months (of course they did) and they would arrange shipping for me back to Oz after this period.

I left London one early morning with my girlfriend and we drove down to the ferry and went across to Belgium, from there I drove through Belgium into Germany and along the autobahn towards Hamburg. I decided to stretch the legs of my BMW along the Autobahn and see what she could do. After a short run and being passed by several Porsches and Mercedes Benz, I eased her back from 210Kms/Hr. I just couldn't keep up with them.

My older brother picked up my car from the shipping agents in Melbourne, I think he was more excited than I was. I drove it around Melbourne for some time with the

English export number plates on it and incurred a few parking tickets. Hard to trace the owner of a shiny new BMW with English export plates.

After a short period with it here, I could not part with it and decided to keep it rather than sell it. I could have easily doubled my outlay of the purchase and shipping costs but couldn't do it.

The car is still very much original. The cylinder head developed a leak whilst I was driving to Brisbane for Expo '88. I took it into a BMW dealer in Gosford NSW who looked at it and told me that it was a design fault in the cylinder head water jacket and that it would be replaced under warranty. This pleased me no end. I was staying with my then girlfriend (now wife) at her parents place in Woy Woy NSW so I was not far away. The repairs took approx. two weeks then we continued on to Expo' 88. Other than that, mechanically I have had very little done to it I have had the drive shaft thrust race bearing replace, a few batteries, tyres and the usual mechanical wear and tear over the life of a 43 year old car, nothing else. It has served me well and has done more than 20 trips up to Sydney and the Central coast of NSW and had trouble free driving pleasure, except for the Expo'88 episode.

I had a company car for nearly all of my working life but much preferred driving the BMW. The interior is still original as is the cloth seats. It has only travelled 188,000kms from new in 43 years. Like James Heaney in a previous article in this magazine (Edition 158, page 8) who also owns a lovely E12 528, I am finding parts hard to come by. The Zenith 32in carburettors are hard to keep in tune and timing with mechanical points are a little difficult to adjust. The water heated mechanical chokes on both carburettors no longer work and I cannot find replacements for them so I need to sit and warm the engine before driving off.

I still have the original order form from BMW Park Lane, the bill of sale, certificate of compliance from BMW Germany, Import authority from England and Australia, shipping dockets and the original colour sales brochure from BMW Park Lane.

I also own a Toyota RAV4 which I drive for everyday use. Having two cars, I decided to get my BMW on to Club permit plates, so I joined the BMW Car Club of Victoria two years ago. I have been to many members meetings over these two years and recently attended the drive day and luncheon to the RAAF museum at Point Cook. It was an excellent day out and I met some lovely new friends from the Car Club.

Bertie has given me a lifetime of driving fun and pleasure and I don't think I will ever part with him. Maybe one of my nephews will want to take it over and give him the same love and care I have. Hmmm, maybe I should have bought that AC Cobra!



Bundoora BMW Bodyshop **Members tour**



BMWCCV Members pictured enjoying an interesting presentation and tour over the pristine Bundoora BMW Bodyshop facility on 2/11/2019. Congratulation to the winner of the lucky door prize (the most amazing car cleaning kit) Judy Reeszker. Many thanks to Andrew Stebbins for hosting our Club meeting on the night and for Tony Whelan for making it all happen.

After leaving the premises one can rest assured that your precious BMW would be repaired to the highest BMW standard if the need ever should arise.



What a fabulous **Cruise and Lunch** at the quaint little town of Walhalla

Written by Dawn Fry

On Sunday 15 September our day began at the meet up point at the BP in Officer. We were delighted as it was only 12KM from our home. The weather however was far from ideal with overcast, drizzly and cold conditions. It was a big group and Tony (Event Coordinator) explained that we would be collecting more members along our drive to Walhalla.

By the time we had reached our scheduled stop at Blue Rock Lake in central Gippsland the weather had improved immensely and it was shaping up to be a lovely spring day. After getting acquainted with those members who joined us at this point we took off again in a convoy of 20 or so beautiful BMs to make our way to Walhalla.

We enjoyed the scenic drive through the hills with good driving conditions with impressive views overlooking the remaining power stations in the Latrobe Valley before finally arriving at the sleepy mountainside township of Walhalla for our lunch.

The small Walhalla Lodge Hotel and Pub was packed (mostly by our Club members) and the surrounding areas so full of our BMs the locals must have wondered what had hit them. The meals and excellent service were enjoyed by all.

After lunch some took up the option of taking a train ride and exploring the Long Tunnel Mine and later to visit the Noojee Trestle Bridge. Some took the opportunity to explore the little township while others were happy to enjoy the beautiful weather in good company and the opportunity to discuss all things BMW.

On the way home, unusually, Tony Whelan lost control of the weather and it rained consistently for the whole trip back to our respective homes.



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Congratulations to the winners of the **BMW Car Club of Victoria annual club awards**

Written by Liza Weatherall

Congratulations to Sheryl Lumb (photo 1) who was the worthy recipient of the President's Award presented by the outgoing President Matt Draheim at the AGM on 7/10/2019.

Sherly's overall contribution to the Committee in various capacities including the new constitution, assistance with motorsport and driver training and numerous contributions for the Top Marque were all outstanding during 2019.

Congratulations also to Janice Perrett (photo 2) who was the well deserved recipient of the Member of the Year award also presented by the outgoing President Matt Draheim at the AGM on 7/10/2019.

Janice is a popular member and ambassador of the



Club and regularly attends Members Meetings and events held over the year. Janice is also a fine writer and has contributed great articles for the Top Marque Magazine.

Felicitations to Ken Christie who was the winner of the BMWCCV Club Motorsport Championship for 2019. Ken was presented with his trophy by David Lumb, Motorsport and Training, at the Christmas Function on 1/12/2019.

Ken (photo 3) is a real motorsport enthusiast and participates fully in the Motorsport events driving his amazing M3. Ken is also known to be very supportive and helpful to other members on race days but in this instance it was his excellent driving that made him a winner.

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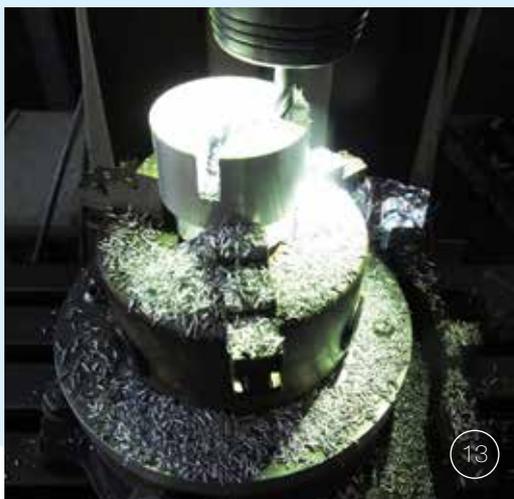
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DIY Club Guru

Ken Lee at it again,
this time working on a
Bearing Repair in a
BMW Heater Motor

Written by Ken Lee



I was recently asked to have a look at a BMW X5 squeaking heater fan to see if it could be repaired. It was difficult to disassemble and it seemed to be made to be disposable, as it was held together by methods that were not intended to be reversed. The impeller and unmodified bearing housing are shown in photo 11.

The first part to address was the removal of the impeller. This required a home made puller with an uneven angle between the arms as the spacing of the 7 spokes of the impeller do not divide into 360 degrees evenly. See photos 1,4 and 13.

Once the impeller was removed, I machined the bearing/brush holder from the motor housing, cutting the peening mounting points see photo 2. Photo 12 shows the new peening lugs and the machined original lugs.

I disassembled the top half of the motor exposing the plain bearing and the damage the bearing had caused by spinning in the housing. The bearing surfaces had "welded" together and significant force was required to remove it from the shaft. The bearings are meant to be run dry but, in this case, the system failed, with the copper weld marks evident in photo 3. The spinning bearing has a groove worn on the outside from the retaining clip, this was where the squeak was generated see photo 8.

I machined the top of the original bearing holder completely off the motor housing and made a new aluminium bearing holder, to contain the ball race see photo 7. The new ball race housing was screwed to the original bearing holder, using existing holes, then secured with Loctite see photos 9 and 12.

To reattach the new bearing/brush holder to the motor I used the extra pair of lugs available on the motor housing, I machined the first pair off when disassembling the motor, this required rotating the top of the motor to a new position and then lengthening the power wiring to the motor see photo 2.

If I do another one of these I will be attempting to avoid disassembling the motor bearing mounting and instead, cut the top off in situ. This approach will require more specially made parts to shield the motor internals from the ferrous chips produced by the slitting process as the motor magnets attract all the chips and may jam in the small gap between the rotor and surrounding magnets.

The completed bearing/impeller modification is shown in photo 10. It has been returned to the owner and will be tested in the car soon. The ball bearing used in this mod is the same as used in skateboards so are readily available on Ebay and Amazon as well as local bearing suppliers.

This modified motor will replace the motor now in the

car, which has also started to squeak. I notice that the plain self lubricating bearing style is used across many models of BMW heater motors.

Special tools manufactured for the job



Some projects, like this one, require a considerable amount of time not actually working on the job at hand but, instead, making the tools needed to successfully complete the repair.

The most time consuming tool to make was the Impeller puller, machined from aluminium billet to form a body and three arms. A circular ring sits around the arms to stop them spreading once pressure is applied see photo 1. The arms were pivoted on hardened steel pins, reclaimed from old computer CD drives and cut to length with a grinder.

I made a threaded 6mm pointed lead screw, for centering on the motor shaft with a "T" handle for grip and an aluminium bodied companion centre punch guide to punch a dimple in the end of the motor shaft for the lead screw to locate centrally see photo 5.

I machined a mild steel, heavy base, to support the motor while peening the unused locating lugs on top of the motor (not shown). The base has a central hole to provide clearance as the bottom of the motor was not flat. An internally stepped nylon adaptor was machined to push the impeller back on the motor shaft to the right depth see photo 5.

Hopefully, this repair will perform better than the original.





“Wow” What a great weekend of driving at Sandown.
Couldn't think of **a better way to spend a weekend in driving heaven**

Written by Simon Flanagan

Thanks to Yang Ahou and Shenya Ma for sharing your photos

Round 4 of the BMWCCV Super Sprint was scheduled for 12 October and had been in my diary for a few weeks. I'm relatively new to the club, so this was only my third event (after sprints at both Winton and Phillip Island earlier in the year).

While I thoroughly enjoyed both events, for some reason Sandown was not exciting me as much and there were far too many negative thoughts running through my head. Thanks Google. Some quick searches revealed that Sandown was “hard on brakes”, multiple surface changes affect grip, turn one is a bit dicey, turn four will wreck your car if you get it wrong, and don't get me started on turn six...”

I was becoming paranoid about crashing and needed to snap out of it. Then, like a sign from above, the email from our Motorsport Chief landed in my inbox: “Evolve Driver Training 11 October 2019, Sandown: Discount for BMWCCV members.”

I'm in! Having done one of these training sessions earlier in the year, I knew it was just what I needed to get a

good feel for this notorious track.

A chilly morning greeted us, as we met in Garage 45 and registered for the day. The driver's briefing commenced bang on time; covering of the plan for the day. Three groups, 20 min sessions and instructors for three of the six sessions.

Dean and the Evolve Team certainly run a very professional operation and made it quite clear that while we're at a racetrack, we're not racing. Safety is paramount and this is a key theme throughout the briefing and each session. The focus is on improving technique, which will, if you so desire, allow you to improve on your lap times. And, just to reinforce my self doubts, Dean touched on some of the aspects of the track that have either changed recently, or needed a heightened level of awareness. Turns 1, 4 and 6 get a mention. Is it hot in here, or is it just me?

I was in Group 2 and had a solo session first up. Before I knew it, we were called and the excitement (and anxiety) started to grow.

Exiting pit lane, I clicked through the gears and soon found myself at Turn one. Got through there okay. Turn four – whoa that wall was close (not sure this track is the right width)... Back straight, 3rd, 4th, 5th and the car feels good but what's that big black wall up there? The resurfacing of the run off area at turn 6 certainly catches your eye but obviously a welcome improvement over the grass run off.

All good through turns 8,9,10,11 and back onto the front straight. That wasn't so bad. Admittedly you could use an hourglass to time that lap but so far so good.

Next few Laps, I gradually increased the speed but I was certainly looking forward to my instructor-led session. Coffee time, a few chats with fellow participants and then I'm up again. Pull up at Garage 45 and in bounces my instructor Ricky - full of beans and ready to go. The questions come thick and fast How did your first sessions go? How's the car going? What's concerning you about Turns 1,4, and 6?

Then off we go... turn 1, nothing from Ricky, turn 2 all quiet, turn 3 the same, turn 4 nothing, he is just soaking it all up.

Lap 2. Ricky shouts "Brake, brake harder, turn in, accelerate, aim for the ripple strip, brake, turn in, through 3 up to 4 stay wide and square off the corner, brake, accelerate, through 5. What are you braking for Simon, turn 6 is up here". Sorry Ricky, it's got me psyched out.

Laps 2,3,4, and things started to get better and I finish the session feeling like I've got something to work with. During my next solo session, I feel like I'm making progress putting Ricky's feedback into practice.

The next session with Ricky soon arrives and I fire out of the pits feeling pretty good. Completed 5 laps,

drew some nice praise from Ricky on how much I'd improved and sat in pit lane for a few minutes, while a car was being recovered. We were chatting about the Super sprint the next day and how I'll be able to put the learnings from the day to good use.

It was then when I sensed Ricky was keen for a spin. Next thing I know we're doing a swap. "I'll go slow the first lap to show you the correct lines", he says. Righto I say; thinking his slow is faster than my fast. Don't you love it when a professional shows you how it should be done? His display showed me what can be achieved and what the vehicle is capable of and he made it look effortless.

I leave the circuit with a big smile and excited about tomorrow's Super sprint.

Sunday arrives with beautiful weather, a sizeable field and a few familiar faces from the BMW Car Club of Victoria. I had a fantastic day, the car went well and I was very happy with the constant improvement I made throughout the day. The MSCA put on a well organised and professional event. It's more "race" oriented than the driver training but it's not racing if that makes sense. I would encourage any of the BMW Car Club of Victoria members interested in doing a super sprint to give it a go. Check out some great photos of some of the BMWCCV members cars taken at the BMWCCV Motorsport Round 5 on the middle page.

I certainly believe the driver training the day before helped improve my technique, which made me feel more confident and allowed me to enjoy the super sprint more.

What a great way to spend a couple of days!







Some great photos of some of our motorsport enthusiasts taken at the BMWCCV Motorsport round 5 at Sandown on 12/10/2019





The beauty of a **magnificent BMW 7 Series** in the showroom proves to be irresistible

Written by Ian Muldeary

Ruth and I are from Benalla and recently joined the BMW Car Club of Victoria. We joined the car club after we purchased a new fully optioned 7 Series G11 730d sedan at Doncaster BMW in July 2018.

This is our first BMW and the purchase of our car has made us extremely proud and ecstatic. The purchase started when our daughter and son-in-law asked us to meet them at Doncaster BMW to show us their new BMW 3 M Sport in Patonic blue with ivory upholstery. While they were signing their papers we decided to look around the showroom.

The first car we went to happened to be a BMW 730d in carbon black looking for a loving home and family to live with. We could not leave it on the showroom floor so home it came.

Driving a good car is part of the fun of owning one, but driving a great car like a BMW gives us a great deal of satisfaction and joy. This would not come as a surprise to fellow BMW owners. Ruth never even felt car sick as

we drove the hills and twisty bends on the road to our lunch stop in the Dandenong Ranges for the Christmas in July event. Any other car we owned would make her sick and I would have to drive like a Grandpa.

I am retired and Ruth still works part-time in the radiology field. Our interests are family and grand-kids, driving trips, good food and wine and holidays. We have been fortunate enough to travel extensively both in Australia and overseas.

We have owned lots of different makes of cars over the years. We currently also drive a Range Rover Sport. We are looking forward to meeting and seeing other BMW Car Club of Victoria owners to share their stories and see their pride and joy at future events.

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BMWCCV Quiz 5

A quiz for techos and acronym whizzes

Answers to follow later in the magazine, but no peeking!! Written by John Koene and Sheryl Lumb

Question

1. What does CVT stand for?
2. Do any BMWs have CVT?
3. What does homologated mean?
4. What is the difference between a super charger and a turbo charger?
5. What is DCT and some advantages of DCT?



The Mid Week Cruisers are at it again. This time to the Alpine Retreat Hotel Warburton on Thursday 22 August. A great day off driving and lunch shared by fellow lovers of the Marque. Many thanks to Ken Lee for organising another great event



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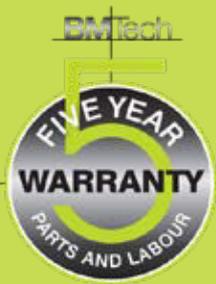


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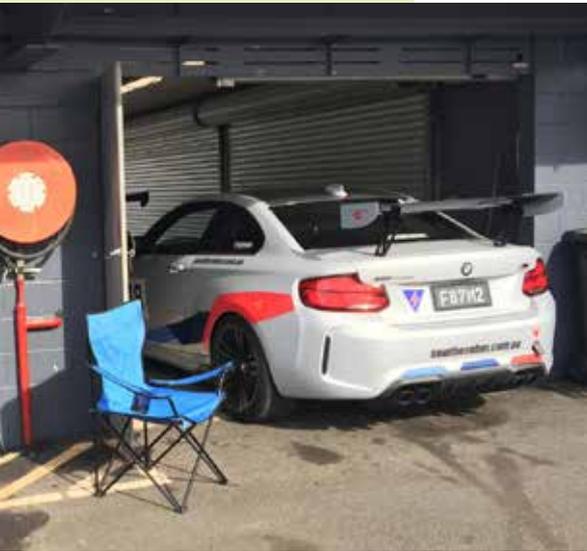
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Fantastic sprint day on the **awesome track** at Phillip Island

Written by Ken Christie

I was very fortunate to be able to run the M3 at Phillip Island, what a super circuit for a round of the BMWCCV Motorsports Championship. Once again a round of the Club Championship brought us rain and sunshine which made the track a lot of fun (well some call it fun). Historically I have driven down to Phillip Island on the day of the event (towing the M3 down on a trailer), however decided to head down on Friday night this time and stay at a motel on the Island, so much easier than getting up at 4.30am to drive to the track, would never drive down again on the day.

Got to the motel and headed out to dinner with a couple of the club committee members Jeff and David at a local Italian restaurant, a great way to start the weekend and relax before the big day ahead.



Looking at the weather report for Saturday indicated a great combination of sun, clouds and rain (a favourite combination, NOT).

Arrived at the track nice and early to get setup, was so much easier than rushing down early Sat. morning from Melbourne. I had made sure the weekend before I had undertaken my list of prep items including an oil/filter change, bleed the brakes and did a spanner check under the car. One thing that helps me with this spanner check is that I have put a paint spot on each critical bolt or nut and can easily tell if a nut or bolt has loosened or moved (this saves a lot of time through a



quick look over the car whilst you are underneath), and last I did a final check on my brake pads and tighten the wheel nuts to the right torque.

The day was fantastic we had both dry and wet heats, during one of the wet heats I had a car spin right in front of me, managed to get around it, but it was close (I only realised how close it was when I looked at the in-car video footage after the event), interestingly in the moment it seemed like slow motion and your natural driving instincts take over.

The part of the day that I most enjoyed was chasing a Dodge Viper around the track, could not catch him in the straight, however could brake later than him into the corners, in the end after 5 laps I managed to go past him on a corner, was a lot of fun.

I loaded 3 minutes of the in-car footage onto the club Facebook site if you want to see the M3 V Viper chase and the car doing the spin in front of me.

Once again the M3 ran faultlessly all day running it to my setup redline of 7800 RPM constantly, BMW made such a bulletproof car in the e46 M3.

A big thanks to our Motorsport Captain David Lumb who put on another fantastic club track day, without his effort, support and detail we would not be able to do what we do each track day.

I am looking forward to the next round of the Club Championship at Sandown, and cannot wait until next year where we might be able to run at "the Bend" in SA through our club affiliation and membership of MSCA.



An avid BMW **enthusiast**

Written by Alan Amro

20 years ago, I sat on my parent's state of the art computer running windows 98 with dial up internet and printed out an A4 picture of a black E36 sedan racing on a track. Mid corner, I remember thinking to myself wow, that car looks so good!!!! I printed it out and stuck it to my chest of drawers in my room. I was 12 years old. When I try and pin point that pivotal moment in my life that captured me to the brand that's my earliest memory.

For me, there is no other Brand that gives me that warm fuzzy feeling like BMW. Every time I try another make, I find myself coming back 6-12 months later, and no other period gives me that warm fuzzy feeling more than BMWs of the late mid 80's to the late 90's. The inline 6s that BMW made in that era are in my opinion some of the best motors ever created, dependable, sound AMAZING and are relatively easy to work on at home in the garage.

Its no secret that I love the BMWs of days gone, if I

had the space and unlimited funds, no doubt I would have a factory full of them, although the dream, it's safe to say this is not achievable for the most enthusiasts. BMWCCV allows me to be involved in the club, get up to date news and live vicariously through other members and the cars they own. There's also the advantage of having access to all the club sponsors for any work required on my cars, (I sometimes drop the Club name for that little bit of extra love)

Ok, there's my life story out of the way, let's talk about what we are here for, the cars!

My E36 328 is a Factory manual, Factory Schwarz 2 black with Factory Saffron yellow interior. There's a bit of a story with this car, I am the 3rd owner purchased about 5 years ago, since then I have travelled about 10 thousand ks in it. This car has had many transformations, its gone from the low, ultra wide wheels look, to the m3 OEM look to now looking more and more like BMW intended with the M3 kit removed,



school. I remembered there was a student in the year level above me in high school with the same surname and I also recall his parents owning a business that worked with boats so I jumped on Facebook, found the guy from school and sent him a message with the picture of the car and the number plate and asked if he knows about it. Would you believe that he wrote back saying that it was his mum's car that they bought new from BMW Melbourne in 1995!! When I was in high school this family lived about 100 meters from my house, so when I had that feeling of knowing the car and the plate, that's where it comes from. I probably walked past it in the local shopping centre numerous times admiring it as a young kid, not knowing then, that 15 years later I was going to own it! What a small world!!

The E34 is a relatively new purchase for me, owned it for roughly a year now. Factory manual, 88" 535i

with dealer fitted aerodynamics kit. If you have never watched the movie Ronin, do yourself a favour and watch it, I pretty much guarantee you will want to own an E34 if you don't already.

What I love about this car, is how analogue the motor is, you can really feel the 1960 developed m30b35, it's no where near as refined as the BMW m50/M52 motors of the 1990's. That is what makes this car unique though. Not sure what the plans are for this one at the moment, I think I will enjoy it in its current state for the time being.

wide wheels removed and everything put back to standard form with the exception of Bilstein b12 kit and Eisenmann exhaust.

I get enjoyment out of my cars being in their best OEM form and drastic modifications do wear thin on me quite quickly, hence my transformation back to standard form.

For me, this is a no expense spared car and I intend to own it, indefinitely. In the last 6 months it's had a full respray to give it that new lease of life.

I talked earlier about me being the 3rd owner and this car having quite a story. One day I was looking through the service history and all the documentation and managed to find a piece of paper with the first owner's details on it. It also had the initial registration plate; as soon as I saw the plate I had this overwhelming feeling that I know this car from the past. I recall the last name and I recalled the business name it was registered too being a name that I was once familiar with in high

For me, owning an M car has never really been at the forefront of my mind, although regarded as the pinnacle in BMW performance, I think to myself I would not actually own it and enjoy it like I do with my current cars. Although I have some knowledge, I am by no means a qualified mechanic. DIY repairs would be more nerve racking and the worry of potential damage caused and the cost of repairs in my opinion would not make ownership enjoyable, part of the fun with owning these cars is tinkering with them on the weekend to fix any of those typical 80's and 90's gremlins that come up from time to time also knowing that if you do make a mistake and a refinance on the house isn't necessary for cost of repairs

As time goes on, The passion continues and as time goes on I aim to be more involved in motorsport aspect of the club, I look forward to getting the cars out more and enjoying them in an environment that allows a little more freedom when driving.



Tour of the RAAF Museum at Point Cook

Written by Val Smith





Sunday 27/10/2019 meet was a bit different than usual as we had a late start with no drive but rather met at the Sanctuary Lake Tavern in Point Cook for a beautiful buffet lunch. After lunch we then went onto the RAAF Museum at Point Cook.

There was a great group of people with quite a few new members which was wonderful to see and to meet them all.

The RAAF Museum was a very interesting place to look through, with a wealth of information on the restored Planes, Jets and Helicopters.

The Boys (and girls) were amazed at the items that were on display from tiger moths which were used for training of pilots in WW11 to recently retired General Dynamics F-111G swing wing strike aircraft with the wing mechanism on display. So much arial history to see and discuss.

There were missiles and armaments, motors to look at, uniforms and old note books that were from different

wars, helicopters, even a firetruck. Planes from very basic early in history to the most technologically advanced so you realise how far we have come in history with airplanes (and also the motor car if we want to add that into the mix).

This was well worth the visit and if anyone missed the day you can go down there with free admission and browse through the Museum and read about the history of our RAAF.

Again a great day with great friends old and new and with the bonus of having a very interesting afternoon looking at our RAAF History.



“The Hills are alive with the sound of BMWs “ on the **Melbourne Cup Long Weekend**

It was a damp and rainy morning as we pulled up at BP Wallen. Our meeting spot for the start of our high country adventure. As we all gathered and fuelled up our cars, there was great anticipation amongst the group of what Tony Whelan would have in store for us.

With 19 cars in convoy, we headed north to our first stop Glenrowan. We visited the Ned Kelly Museum which took us back to the life and times of the infamous bush ranger. The interactive production of animatronic characters transported us back to June 1880 which led to the fateful day when Ned Kelly was captured and hanged. Very interesting and highly recommended if you find yourself up that way. It was a quick lunch then over to Bailey's winery for some much sought after grape juice.

Our journey took us further north through Wangaratta, Myrtleford, Mt Beauty and the climb to Falls Creek. Sadly, the cloud and mist had descended on the mountain so we all had to curb our exuberance on our climb up our accommodation.

Day 2 was to be another epic drive over the Bogong High Plains and across the “Roof of Victoria”. The persistent rain that lingered that morning only slightly dampened the views, but more was to come on the journey to the lovely little hamlet of Mitta Mitta. Lightning, thunder and storms cracked over us which made the twisty roads a greater challenge. Our arrival to

the Mitta Mitta Hotel we were met with another torrential downpour, but it was warm & dry in the pub with terrific local produce for lunch.

After lunch was a trip through the Buckety Plains with an afternoon stop at Yackandandah. Finally, the rain had stopped and the sun broke through and dried up the road and allowed us to truly enjoy these fantastic roads. A quick run back to Mt Beauty to refuel our thirsty steeds and the anticipation of a blast back up to Falls Creek.

Mercifully the clouds cleared, the road dried, the sun broke out and what greeted us was 35 km of glorious, beautiful, twisting road and we had it to ourselves. We broke into 2 groups, the “have a crack” group, of which I was a part and the “hanging back” group.

With Ian Round's M3 leading the group, me in the little 125i and David Lumb's M3 looming large in my rear vision mirror, we charged up the hill. Our windows down, the air was filled with the sound of pistons, tappets, valves and bearings all at full noise and the glorious raucous cacophony of the bellowing exhaust notes made by these magnificent machines echoing through the snow gums and the valleys below us.

The BMW orchestra was in good tune that afternoon; the hills were alive with the Sound of M.

What a ride, what a rush and what a magnificent experience. We all jumped out of cars with huge smiles,



Written by Kevin Flynn



some of the passengers a little woozy, but an afternoon none of us will forget in a hurry.

The next morning a few of us took the opportunity for a morning jog up to the Rocky Valley dam and catch a few more views and work off dinner. Tony decided to detour the convoy back up to the dam for some great group photos and a group photo in front of the "BMW Club Priority Parking" signs the resort had erected for us. We said goodbye to the mountain and off to lunch at the Bright Brewery. The sun was out and Bright was buzzing with activity, markets & live music. We sat out in the beer garden, ate lovely food and drank some locally brewed beers and enjoyed a relaxing afternoon in Bright.

My personal highlight was driving Paul Weatherall's 760i M V12 back to the Chalet. Wow, that was an experience to drive this barnstorming machine. Went to dinner with another big smile on my face that night.

Dinner was at the Chalet and the highly anticipated "Tony's Quiz" that followed had everyone scratching their heads. Yours Truly won the Quiz and earned myself a BMW Cooler Bag for my efforts, however the prize should have gone to Marilyn Lee who came up with the most imaginative answers to the Quiz.

Day 4 was to be our last day and a trip through the King Valley and a morning stop at the Milawa Cheese Factory. This gave everyone a chance to try some

cheese and change into their Melbourne Cup Day finery and prepare for lunch. Lunch was to be at the Chrismont Winery. This place is awesome with spectacular views over the upper King Valley. Lunch was superb with magnificent Italian home cooked cuisine. The sweep was drawn, the race was won by a horse nobody had heard of or really cared about but for the BMW Club, it is all about the fashions on the field.

Everyone looked fantastic and the judges had a tough time deciding on the winners. However, there could only be 1 winner in each category and they were :-

1. Liza Weatherall – Best Dressed Woman
2. Peter Taylor – Best Dressed Man
3. Ian Round & Jan Eastwood – Best Dressed Couple
4. Ray Jacobs – awarded best bloke overall and for being a LEGEND (in his own mind) wearing his 100-year-old bowler hat?

We finished our feast, said our goodbyes, purchased a couple of bottles to take home and headed down the Hume back to Melbourne.

We have to again thank Tony Whelan for putting on such a terrific & memorable trip. So many highlights, so many memories, so many laughs and so many terrific roads. It was, quite simply an epic journey and a most excellent adventure.



Plenty of Eye Candy for motoring enthusiasts at this year **MOTORCLASSICA CAR DISPLAY** on 13/10/2019

Written By Tony Whelan

This year's Motorclassica Event had the usual Club Sandwich where all the various Car Clubs are invited to display their member's cars on the hard-standing area between the Exhibition Building and the Melbourne Museum in Carlton.

I am pleased to say that we had 24 members express interest in displaying their car, however we only had 12 spaces available to us, consequently a selection process had to be completed. I had the unenviable task of advising a few members that they weren't successful, my apologies once again to those members. However, I tried to select one of each model and give those that hadn't displayed at this event in the past, an opportunity to do so this year.

Once the cars were selected, then it was a matter of putting them in some sort of order. I went with the obvious of old to new and as it turned out, each row of three cars had various models of a similar era. It also fell into place with the colours too, having two reddish cars flanking the green E9 3.0csi in the front row. Followed by two large bronze cars flanking the smaller red E30 325i in the second row. Then two silver 3 Series convertibles flanking the Oxford Green E39 M5 in the third row, finishing off with a silver coupe and a navy-blue coupe flanking the Sepang Bronze E60 M5 in the last row. As you can see in the photos, each car was presented beautifully and an excellent representation of

various models of BMWs including 3, 5, 6 and 7 Series vehicles with a few M's thrown in for good measure, spanning from 1974 to 2008.

Once the cars were parked and cleaned it was time to check out the rest of the displays that Motorclassica is famous for. For me it was drooling over the new supercar machinery in the shape of Ferrari, McLaren, Lamborghini, Aston Martin and Porsche. For others it was the older vintage cars that get to display inside the Exhibition Buildings. All very nice eye candy for those into automobiles and the chance to see cars that are not normally readily available for the public to view.

May I take this opportunity to thank those members that displayed their car and enthusiastically taking pride to perform a final touch up detail to their vehicle to represent the BMW Car Club of Victoria in the professional manner befitting the Marque. It was a pleasure to be involved with this event and hope everyone that participated enjoyed the experience.





And here's me **thinking** it's all about the cruise and the cars!

Written by Ken Lee

Waking up on Thursday 17 Oct for the mid week cruise and lunch to Yea I looked out the window and witnessed squally winds causing near horizontal rain and I thought to myself, bloody typical mid week run weather of late but never the less we left home around nine and headed for the meeting/coffee shop in Whittlesea. For once we were the first there!

We arranged the tables to seat all of our attendees,

pretty soon we were having coffee and enjoying each others company. Some also enjoyed a scrumptious breakfast including the photographed dish "speared poached eggs with extras". Yum!

The next hour went really quickly, with lots of chatting and laughter and eventually we formed up our cars on the road, heading to Yea through mixed weather, but light traffic.

We arrived at Yea and headed the Country Club Hotel, a pseudo historic building made with interesting period construction materials. Like a lot of venues we visit on the mid week runs, the hotel had an open fire burning, a welcome comfort after the cold weather greeting Yea turned on for us. Lunch was typical pub fare, good but plain and I never heard any complaints so I count that as a success.

We finished the day at the nearby "award winning bakery" for coffee and some decadent cream filled cakes see photo of one example. Delicious!

I am happy to report that despite the miserable weather a good time was had by all. Not a bad way to spend a raining Thursday sharing a lovely meal, a glass of wine and interesting conversations with fellow motoring enthusiasts.

Thanks Yea.

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Something for all motoring enthusiasts at 2019 **Geelong Revival Motoring Festival**

Written by Andrew Henshall

What better way is there to spend a couple of lazy days than to enjoy the Geelong Revival Motoring Festival with fellow members of the BMWCCV?

This amazing free event provides something for everyone: motorsport in the form of a full-on ¼-mile sprint, classic car displays, a vintage fashion competition, food vans and numerous nearby restaurants for lunches, trade stalls, a drift experience, a classic motorbike display, Mad Max vehicles, a huge Ferris wheel and of course, a large number of very interesting cars to look at. These included an amazing 28 examples of the E31 BMW 8 Series cars on display at the other end of the precinct on the Saturday, and a French Car display on the Sunday.

This year the BMWCCV decided to display our cars on both Saturday & Sunday on the waterfront and what an inspired decision it was, because the weather was just about perfect on both days with temperatures in the low 20s, and a cooling breeze coming in off Corio bay for most of the day.

There were nine BMWCCV member's cars on display on the Saturday, and a total of 13 on the Sunday (including the two borrowed from Geelong BMW; an

Alpine white 2018 F87 M2 Competition, and a Sapphire black 2019 G29 Z4 sDrive 20i). Tony Whelan brought his very rare E36/8 Z3 M Coupe on both days, and Michael Pigatto brought his lovely E36/7 Z3 roadster, while Andrew Henshall completed the brace of Zs on the Sunday with his very black E89 Z4 sDrive 35i. Others to join us on Sunday were Cobey Poletti (E82 135i coupe), Rod Smith (E30 325is), Peter Galtry (E36 328i convertible), Brian Easton (E88 125i convertible), Gary Grenda (2002 in Golf yellow), Alan Garrard (E93 335i convertible), Peter Shea (E92 M3), and Paul Weatherall (G12 M760Li xDrive).

On the Sunday we were also joined later by Liza Weatherall and Val Smith who both avoided the early start in Geelong and enjoyed a bit of a sleep in!

The traditional speed trials held over the unique ¼-mile sprint track (which includes a long bend in the "straight") involved a few very quick BMWs this year, and on Saturday one very modified supercharged M3 ran a 11.9997 sec to take fastest time in the class, although this was soundly beaten by the Tesla model S P100D, which ran an astonishing 10.6 sec in the top ten shootout. On Sunday, Alan Pettett ran a very respectable 15.9898 sec in his 1990 BMW 2002, which compared to an amazing 10.9853 sec run from the 1922 Model T Ford fitted with a 302 cubic inch naturally aspirated V8!

You should put these dates in your diary so that you don't miss the 2020 GRMF: 27 - 29 November 2020. Thanks to Tony Whelan, and for organising the BMWCCV display at the 2019 Geelong Revival Motoring Festival and to Phil Curran Geelong BMW for the loan of cars.

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2019 Garagistic BMW Driver's Cup
Championship Standings
After Round 6

garagistic



Car #	Competitor	Round 1 Winton	Round 2 Philip Is	Round 3 The Bend	Round 4 Sandown	Round 5 Philip Is	Round 6 Winton	Sub total	Drop round	Dropped points	C'ship Points	C'ship Position
43	Jeremy Payne	25	25	25	15	25	25	140	4	15	125	1
22	Alex Jory	22	22	15	25	22	15	121	6	15	106	2
27	Brian Bourke	15	20	20	22	16	22	115	1	15	100	3
19	Jesse Bryan	20	15	22	20	20	14	111	6	14	97	4
55	Simon Shiff	16	13	18	14	18	20	99	2	13	86	5
51	Simon Leach	14	14	0	13	14	18	73	3	0	73	6
54	Paul Shiff	13	11	16	12	13	16	81	2	11	70	7
78	Tim Freeman	18	16	13	0	0	0	47	4	0	47	8
15	Cameron Hudson	0	18	14	18	0	0	50	1	18	32	9
7	Rory Plant	0	0	0	0	15	13	28	1	0	28	10
68	Jim West	0	12	0	11	0	0	23	1	0	23	11
42	Mathew O'Neil	0	0	0	0	12	0	12	1	0	12	12
25	Donovan Mollenhagen	0	10	12	0	0	0	22	1	22	0	13

2019 BMWCCV Club Motorsport Championship Results.

Congratulations to our overall Club Motorsport Champion Ken Christie.

Well done to the other overall podium places - Scott McMillan, David Lumb and Jeff Murdoch.

Well done also to the class category winners, particularly in the larger classes -Peter Shea, Simon Flanagan and Hailong Wang. Thanks to all the drivers who competed this year for their camaraderie. Special thanks to the first time sprinters, volunteer officials and helpers.

Looking forward to seeing you on the track in 2020!For more details on sprints or driver training contact David Lumb: motorsport@bmwccv.com.au

BMWCCV Sprint classes

A BMW Standard Under 2.0 litre

B BMW Modified Over 2.0 litre

C BMW Standard 2.0 to 3.0 litre

D BMW Modified 2.0 to 3.0 litre

E BMW Standard Over 3.0 Litre

F BMW Modified Over 3.0 Litre

G BMW Standard M

H BMW Modified M

I BMW Racing Under 3.0 Litre

J BMW Racing Over 3.0 Litre/ Racing M

L Non BMW Car

Sprint Championship Rounds 2019										
Competitor	Vehicle	BMWCCV Class	Sandown	Sandown	Winton	Phillip Island	Sandown	Totals	STANDING	
			17-Feb-19	20-Apr-19	11-Aug-19	21-Sep-19	12-Oct-19		OVERALL	CLASS
Ken Christie	E46 M3 Race	J	10	9	10	9	10	48	First overall	1
Keith Olsen	E92 M3	J		10		10		20		2
Scott McMillan	Nissan Skyline R32 GTR	L	10		10	10	10	40	Second overall	1
Dietmar Raath	2001 Nissan 200SX	L		10				10		2
Paul Janossich	VW Polo GTI	L	9					9		3
David Lumb	E30 325i Race	I	10		10	9	10	39	= Third overall	1
Matthew Draheim	E30 325i Race	I				10		10		2
Stuart Clarke	E30 325i Race	I				8		8		3
Jeff Murdoch	E82 135i	F		9	10	10	10	39	=Third overall	1
Alex Clarkin	F22 M235i	F	10	10				20		2
Peter Shea	E92 M3	G		10	8	8		26		1
Simon Flanagan	E92 M3	G			10	9	7	26		1
Kuanga Li	F87 M2 Comp	G			9	10		19		2
Richard Garvey	F87 M2	G	10					10		3
Yunjie Gai	F87 M2	G					10	10		3
Andrew Oosterweghel	E86 Z4M Coupe	G		9				9		4
Luke Coppens	F87 M2	G					9	9		4
Stuart Clarke	F82 M4	G		8				8		5
Rainer Runge	F82 M4	G					8	8		5
Hailong Wang	F87 M2 Comp	H		10		10	10	30		1
Tianyi Lu	F80 M3	H		7		9		16		2
Philip Logan	E36 M3	H		9				9		3
John Damianidis	E36 M3 S50B30	H		8				8		4
Jianhao Chi	E92 M3	H		6				6		5
Stephen Sirgiovanni	E39 540i	E	10					10		1
Neil Kulpa	E28 535i	E		10				10		1
Patrick Yfen	F20 125i	E			10			10		1
Simon Latimer	E36 328i	D					10	10		1
Julius Olenski	E87 130i	C					10	10		1

BMW Quiz Answers

1. Continuously Variable Transmission is also known as shiftless, stepless or pulley transmission. CVT can change seamlessly through a continuous range of effective gear ratios.

CVTs are commonly used in small vehicles eg Go Carts, where their mechanical simplicity and ease of use outweigh their comparative inefficiency.

2. Trick question – CVT is used in some Mini's (owned by BMW) but no actual BMW models to date have CVT.

3. This is a limited production run of similar cars for sale to the public but often intended for specific racing classes eg like early Bathurst touring cars.

4. A super charger has a mechanically driven air compressor via a belt, gear shaft or chain connected to the crankshaft.

5. Dual clutch transmissions switch gears faster than manual or automatic transmissions.

There are effectively two gearbox drivelines, one for odd numbered and another for even numbered gears (let's not get hung up on how reverse fits in). Each driveline has a dedicated clutch, hence dual clutch.

DCT minimises loss of power transfer from the engine. When changing gears the next gear in sequence is positioned (matched by synchronisers) and engaged with the switching of the clutches - one disengages the current gear and the other engages the target gear.



Interesting Choice of wrap!

Welcome to all new members

WELCOME TO NEW MEMBERS	Model/Year
Graham & Valerie Peters	228i conv
Graham Ransom	X1 drive 25i 2018, e46 320ci 2005
Glenn Mason	5 series 545i 2005, M3 1994
Dion Gunn	M140i finale edition 2018
Xiao Han	M4 2016, X5 2013
James Power	335i 2008, e28 M535i 1985
Juan Lozano	540i e34 1994
John Vanjevac	135i 2011
Beau Lambrou	318i 1989
Sheng Qu	X1 2018, X6M 2017
Yunjie Gai	M240i 2017
Yang Zhou and Zhenya Ma	M2 comp 2018, 330i 2016
Richard Jong	M140i 2018
Peter Heine	M140i 2018
Dean McDonald	X123d 2011, X123d 2010
Dominic Di Luca	Z4 2011, 320d 2012, X2 2018
Jonathan & Cathy Goh	M2 2018, X5 F15 2014
David Schwarz and Nicole Harkin	M5 2018, 430i conv. 2018
Sharron Symons	3 series 1993
Dilan Talabani	E10 1600 roundie 1969, 3.0 diesel 2006
Kieren Redpath	Z4M coupe 2007, X5M 50d 2018.
Jonathan Cortizo	735i silver e32 1988, 735i black e32 1988
Bryan Reilly 3	18i 1994
Nathan Shepherd & Kim Borg	M530d 2007
Michell Chau	3.0 csi 6 series 1973
Clare Golding	2002 1975 (has taken over her mother Judys 2002)
Carla Antolovich	3 series 1989
Geoff Thorp	135i m sport 2013
David Murphy	535i 1989, X3 M30d 2017, X5 M50d 2017
William Clark	120 2009
	330i 2018
Nam huu Nguyen	M3 e92 2010
New member Peter Anderson	435i conv 2016
Julian Nestola	525 1989
Arthur Kelsall	Z3M coupe 1999
Dean Zatkoski	E24 635csi 1987
WELCOME BACK	
Robert Forte	M4 comp 2017
Rob Cundari	2002 1969
David McSteen	635csi 1986, 3.0 csi 1974

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