

TOPMarque

2020 Issue 163



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From the President



Dear Members and Friends of the BMW Car Club of Victoria.

Hope you had a wonderful Christmas and New Year. For most of 2020 Club events were cancelled due to COVID restrictions but I am hopeful that 2021 will allow us to safely conduct and enjoy all the activities the Club has to offer again.

Your Committee is busy planning events with confidence that they will go ahead and I hope to catch up with you all during the year. There are lots of events on offer so keep your eye out on the Website bmwcarclubvic.com.au.

I am sure your beloved rides have been polished, serviced and in some incidences upgraded during 2020 and you will be ready to get out on the road again.

The rescheduled AGM will be held on March 1st, 2021 and I encourage all members to get involved and to consider nominating for positions that will become vacant at that time. It is your Club and there will be opportunities for you to contribute to the future direction of our great BMW Car Club of Victoria. For example, Liza has decided not to continue as the Magazine Editor, big shoes to fill, but provides a great opportunity to join the Committee as Editor and put in print the memories of the Club going forward.

I'm looking forward to an exciting year and I'm sure all of you can't wait to be back on the road, the track and at social events.

Safe driving and stay connected.

Paul Weatherall

0417 340 153

Message from the Editor



Welcome to Edition 163 of the TOPMarque, the final edition for 2020 and my last edition as Editor. I have really enjoyed putting together 11 Editions over the last few years but have decided it's now time for me to return to my cushy retirement lifestyle.

2020 was a pretty tough year for us all in Victoria with Covid restrictions in place and I am hoping that in 2021 we can all return to a more normal lifestyle and are able to participate and enjoy all the fabulous events on offer from the BMW Car Club of Victoria.

Inside you will find a terrific story about the origin of the mighty BMW M cars on page 20. There are also some great tips for those who may need to store their precious BMWs on page 16.

Apologies to Peter Galtry whose story appeared in Edition 162 with some text missing. I have reprinted the story on page 28.

Many thanks to all those who have contributed content for this Edition and please keep them stories coming.

If you would like to share your own BMW journey in a future edition or have an interesting article to share please do not hesitate to contact me at editor@bmwcarclubvic.co.au.

Take care everyone.

Liza 0447 497 777

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BMWCCV Quiz

Written by Sheryl Lumb

Questions

1. Which BMWs are made in the USA?
2. What are ITBs?
3. How common are ITBs?
4. What are the main benefits of ITB's
5. What company invented the car radio and in what year?
6. Which car maker first introduced Bluetooth and in what year?
7. In what year were airbags introduced?
8. What is the fine if your pet is not appropriately restrained in your car?
9. here is Melbourne's first 'Continuous Flow Intersection' that uses 'P-turns'?



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What's On

Date 2021	Event	Location
Sunday, 10 January 2021	Cars and Coffee Members Event	Beside the Yarra River
Sunday, 17 January 2021	Hillclimb Event	Rob Roy
Monday, 1st February 2021	Members Event	Brighton BMW
Sunday, 14 February 2021	Torquay Motorshow	Torquay
Sunday, 14 February 2021	Motorsport Sprint Day	Sandown
Sunday, 21 February 2021	RACV Classic Car Display TBC	Yarra Glen
Monday, 1 March 2021	Annual General Meeting	Bentleigh RSL
Sunday, 14 March 2021	Motorsport Sprint Day	Phillip Island
Sunday, 28 March 2021	Mornington Peninsular Cruise	Cape Schanck
Sunday, 28 March 2021	Motorsport Sprint Day	Sandown
Sunday, 9 May 2021	Around the Bay in a Day in May	Queenscliff
Sunday, 16 May 2021	Motorsport Sprint Day	Winton
Sat-Mon, 12-14 June 2021	Queen's Birthday Weekend Cruise	Lorne
Sunday, 13 June 2021	Motorsport Sprint Day	The Bend

PLEASE NOTE:

All events subject to Covid-19 numbers restrictions.

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 2021.

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Fabulous **early morning cruise** through the picturesque Yarra Valley

Written by Pete Gaiter

I have lived in Eltham and by association, the Yarra Valley for around 31 years now. They tell me I am close to being considered a local, almost. Given that, I felt compelled to share some of my local sites and sights with some fellow BMWCCV members on an early morning cruise on 28/6/2020.

I have really enjoyed being part of various club events but it always seemed that there was something else happening that kept me away from favourite thing, drive days. So I figured if I organised one, I wouldn't miss out. Now there are drive days and there are drive days. I remember years ago doing a drive day on the Reefton Spur road with another club. Whilst I absolutely enjoyed it, I recall thinking, geez, I hope no one thought they were coming out for a cruise. As much as I'm loving it, this is more of a blast.

Bearing that in mind, I thought it may be nice to do a cruisy drive morning for our BMWCCV day out. Tony Whelan was paramount in helping me with planning and admin and the next thing I knew, I was into it. Thanks Tony.

I have a little cruise that I regularly do myself, just to blow out the cobwebs (mine and the car) It starts

locally in Eltham, heads out North to Kangaroo ground, across to Warrandyte along a nice windy road with beautiful views to the North (when it's not foggy like this day was) out through Wonga Park, past John Farnham's old home, then out toward Chirnside Park and the Green Belt Golf club area, including Heritage, Henley Golf Club, up into Coldstream (or I reckon Colstream West) running through some very bucolic and picturesque scenery to pop out on the Melba Hwy, near the Lilydale Airfield. A sharp left onto the Melba takes one up past Yering Station Winery and into the lovely little town of Yarra Glen.

Now either some members drank too much tea or coffee before we started or they have a 30 minute fuse on the bladder and we were 40 minutes in but whatever, one or two needed a little (or as the Scots say, a wee) stop at the facilities in Yarra Glen.

This broke up the various groups a bit but all good as we each had a full set of notes with an end point nominated. After a bit of comic relief (see what I did there) including one member going the wrong way through the main Yarra Glen roundabout. No names, no pack drills (I had to do a double take when watching it) we turned West across the Maroondah



Aquaduct and up over Christmas Hills to end at the Sugarloaf reservoir.

This was the best part of the day for me, watching everyone catch up, (at prescribed social distances of course) smiles at the ready, engaging in endless and easy chat, share their BMW stories and perve at each other's cars.

I'd just like to say thanks to everyone who made the effort to come out despite the early cold, foggy start. It did look pretty spectacular when the fog lifted. Promise.

You may even spot yourself or more importantly your car, in the accompanying photos. One member may be in a spot of bother though because apparently his wife doesn't know he owns the car he brought along. Nice one buddy, we must chat.

I have a full set of drive notes available, if you would like to do it on your own, at your own pace and maybe stop off along the way at the many Points of Interest (I have these notes as well) including; Lilydale Airfield where you can take a flight in an old Tiger Moth (Look up Vintage Airways or phone 8741 202) Yering Station Winery (established in 1850) the Yarra Valley

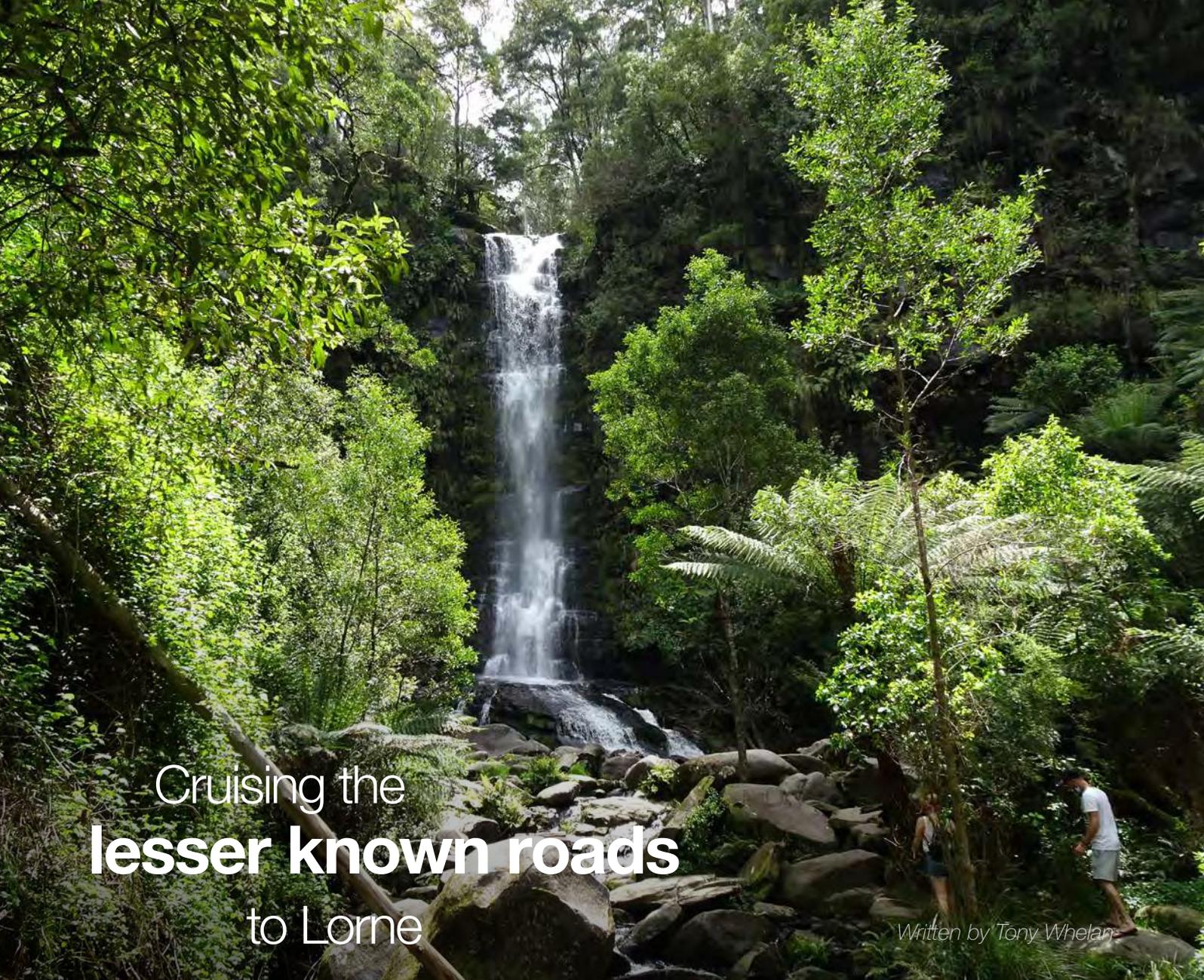
Dairy (which is just a little out of your way) or drop in at Nillumbik Estate Winery and enjoy the vista while munching down on glorious pizzas, washed down with some award winning wines.

Special thanks to the group leaders who stepped up to help out on the day, Cobey Polletti, Matt Draheim and Tony Whelan.

I love that BMWCCV people are passionate, engaged and involved at every level of the club, all the way from Motorsport to touring.

I hope I have helped to expand your vocabulary today, in using the word bucolic. I admit to thinking it was something to do with babies having wind, when I first heard it.

Take care people and get those cars; polished up, tuned up and fueled up. Not long to go now



Cruising the lesser known roads to Lorne

Written by Tony Whelan

What a year this has been. All the day cruise type events that I had planned for March, April and May firstly got postponed to June, July and August. Then postponed again to September, October and November. Only to be finally cancelled due to the lockdowns caused by coronavirus.

Our usual annual Melbourne Cup Long Weekend away was also cancelled at the eleventh hour due to the Melbourne members not being allowed to travel to regional Victoria. Consequently, we thought that perhaps we could run a day cruise on the Melbourne Cup Tuesday to the waterfalls near Lorne. I am pleased to say that 10 adults and 2 children regional members were able to attend.

We cruised some of the back roads to Lorne, which some of these members hadn't travelled on before, arriving for a walk along the Lorne Pier to watch some hearty souls jumping off the pier into the water. Then it was onto the short walk to the Sheoak Falls. Only a short drop as they flow over the dark rock face into a large deep pool at the base.

By the time we got back to the cars, lunch was beckoning. So, a short drive up behind Lorne to the Blanket Leaf Picnic Area was in order. After lunch, the obligatory Melbourne Cup Sweep horses were drawn with everyone receiving two horses. From here it was off to the highlight waterfall of the day, Erskine Falls, a 30m drop which runs all year round and very spectacular after a heavy rain. It is only a short walk to the first lookout, providing a beautiful view over the falls. However, most of us climbed down the 300 odd steps to the base of the falls. This provides a better view of the falls from the fern gully below.

By the time we completed our walk the horses were going into the barriers as it was very close to the start of the Melbourne Cup. A mad dash back to the picnic area allowed us to see the finish of the famous race on the TV's in the 7 Series. When the hooves had stopped pounding and all the dust had settled, the following people were awarded their winnings:



- First Ian Round
- Second Bec Long
- Third Rod Smith
- Last Coral Russell

This was fortuitous, as it allowed a person from each family present to receive some winnings and to pick a present from the prize bag out of the boot of the 7.

It was time to say our goodbyes as some had to travel a long way to get home. However, the Smith's and myself ventured down to Lorne to have the obligatory ice-cream to conclude the day.

I can recommend the viewing of Sheoak and Erskine Falls behind Lorne, as it is only a short walk to the lookouts from the respective carparks and the access roads are all bitumen.







The BMWCCV Club Motorsport enthusiasts finally hit the track again on 22/11/2020 after a long hiatus due to Covid restrictions. What a great day it was!





A couple of issues back I wrote about the beautiful Imola Red E46 M3 that I bought fully expecting to convert it into a race car. You can go back and read the article if you like (it's in Edition 161 page 28) but in summary just after buying it we had a couple of big crashes and both of our daily drives were written off, meaning the M3 was pressed into service as the family taxi. That's how it stayed for many months and everyone in my family fell in love with it (lurchy SMG and all) however in early Feb 2020 after much dithering and procrastination I finally decided I felt the need for (legal) speed too much and ordered a cage and booked it into BM Autowerks for the conversion to a track/ road rally car. Although my wife and I were excited about being able to compete in road rally events the whole family felt sad we were going to lose it as a daily.

So the car was booked in for March, and as you remember the world changed a bit in March. So as it turns out it never made it into the workshop! The

cage was delivered alright, and sat on the workshop floor, but given all the uncertainty we decided to hold off on checking it in for its big operation. The lockdown went on and on and my M3 kept on doing its daily duty while mainly restricted to buying groceries, picking up takeaways and bringing kids to the park but all valued and necessary.

When the first wave seemed to be passing and lockdown restrictions were starting to ease, a friend told me about another E46 M3 up for sale, this time a 2003, and a stunning Carbon Black colour that looked black at first glance but was actually a really, really dark blue when you looked close. However unlike my red M3, this one needed a fair bit of work. First up it had over 250k on it. More than double what my red one had. Then, the interior wasn't great. There was trim falling off all over the place and the tail shaft was done. Add to that, the ever present need to fix subframe and rod bearings... maybe this wasn't the car for us.

My search for the **PERFECT RACE CAR**

(Part 2) *Written by Alex Clarkin*

But what do you really need to start with when building a race car? When it comes down to it all you need is a solid body and great engine. And it turned out this car, although it needed work, had an owner that had a full service history and had always changed the oil every 10k. The car had done long ks, but the car had done good ks and the bodywork was perfect. I remember thinking it was a good sign, when pulling the dipstick out the oil looked clear as olive oil with no metallic specs in it. But I couldn't know how good or how bad the engine was until I could get the guys at BM Autowerks to pull it apart. However, after a thorough inspection John (at BM Autowerks) said it was worth taking the punt. So I bought it. I was now one of the few lucky people to own not one but two E46 M3s!

But what the hell had I just bought? It was a long tense afternoon on a cold and dark Melbourne winters day when I waited for the phone call to find out what the engine looked like from the inside. E46 M3s have a rod bearing issue. They can start to fail after 100k

or so - especially the older ones and when they fail they start shedding metal shavings into the engine oil, which migrates right through the engine, causing chaos and destruction in its wake. Was this M3 going to be worthless with failing bearings and a shredded engine?

Turns out, no! I gasped when I first saw the pictures of the oil pan off with the bearings out. The engine looked almost new. The bearings were worn, but not too different from the bearings that came out of my red M3. Looks like I was on to a winner with this car.

But there was still some serious work to do before this car could ever hit a track or a rally circuit. Interior needed to be stripped and the cage installed. Bucket seats needed to be mounted in. Tail shaft had to be replaced. Suspension had to be replaced. Sub-frame had to be repaired and reinforced. And if it was going to be a reliable race car it needed all sorts of hoses and belts replaced as well as upgrades to the radiator and a complete overhaul of the VANOS (variable valve timing system).

BM Autowerks started in on it with their usual passion and efficiency, but then lockdown 2 happened. This time only essential mechanical work could be done, seriously disrupting the build. It was grim but it gave us time to do our homework on the best way to build and set up a road rally car and order the parts we needed. I have to say it was tough going though. Although we were ordering parts and hoping things would open again, we had no visibility on if or when there would be any events in Melbourne this year or even when we could re-commence build.

But Melbourne knuckled down and got the job done. I am so proud to be a Melburnian. Slowly but surely things opened up again and John and his team, particularly Moritz, were able to get stuck back into the car. And wow how it started to come together.

The car went from being a shell in August to a full-fledged race car in November. All at the same time that BM Autowerks were very busy with all of the delayed servicing because of lockdown.

Yesterday I picked up our race car and drove it home. It was an incredibly emotional experience, this year has been such a slog and at times I didn't think the car would ever be finished. And I can't express how grateful I am to the BM Autowerks team for all their passion and hard work. They put their heart and soul into it and it shows.

It's been a long road with many twists and turns. In March last year I was flying around Sandown in a chipped M235i convertible with a \$99 crash helmet. Little did I realise it would take 2 write offs and the purchase of not one but two E46 M3s before I could realise my dream of having my own race car.





After a long wait the **Restoration** of my 1973 2002 is coming to fruition

Written by Ian Round

In the early 1960s BMW introduced its successful “Neue Klasse” 4-door saloons featuring 1.5, 1.8 and 2.0 litre four cylinder single overhead cam engines. That success lead BMW to develop the two door 02 coupe range, starting in 1966 with the 1502, then the 1602 and 2002 that continued through to 1976. These cars were light, about 1000kg and performed better with improved fuel economy over the 4-door saloons. There were many variants over that time – hatchback, convertible, cabriolet built by Baur, twin carburettor ti, fuel injected tii and finally the 2002 turbo in 1976. Over 400,000 2002s were built in both right and left hand drive and sold all over the world. In Victoria there are about 50 on the BMW 2002 register.

My original 2002 was a 1973 model in Riviera (dark blue). In 2006 I bought a white 1973 model, which had a very straight body. All my mechanicals – engine, gearbox, suspension, brakes etc. went into the new body. Until this year the car sat patiently in my garage, unregistered, waiting for a full restoration.

“Restoration” means different things to different people, but it’s generally accepted that there are three levels:

- Concours restoration: Full bare metal restoration to better than original specification, and may include improvements,
- Authentic restoration: as a concours restoration, but with keeping to originality and paint colour,
- Normal restoration or refurbishment: Body shell stripped and rust removed, mechanical parts in good condition or reconditioned. Car would look nice, and be ideal for everyday driving.

In my case, the aim is less than Concours restoration, but with full body strip and re-paint, interior restoration and performance modifications, but also some modern day improvements such as air conditioning, central locking, cruise control and a modern communications system.

Before starting a restoration project there are some basic things you need if you are to undertake the work yourself. Apart from some general mechanical knowledge and a good set of tools, you need space – plenty of it to work and store all the components that are taken out to get a bare shell – I have boxes and boxes of parts, all labelled and in plastic zip bags and containers. Then you need a good workshop

manual and a copy of Mike Macartney's "BMW '02 Restoration Guide" which has proved invaluable. A lot of information is on the internet now, the www. bmw2002faq site is great, and good mentors like Doug Read who has restored seven 02's are invaluable. And if you are like me, not young anymore, a vehicle hoist in the garage is a great save for your back.

Like many things, I underestimated the time, effort and cost to complete the project. Tackling a 50 year old car has its challenges – rust, old repairs not properly done, replacing all the old hard or perished rubber suspension components and hoses, and sourcing new or refurbished components is time consuming. Luckily, due to the number of 02's manufactured, and the growing number of cars being restored there is a good market for spares out of Germany, the UK and US, but not cheap. However some things are no longer available, and substitutions from later BMWs or re-manufacture is necessary.

The time necessary to remove everything from the car, clean, refurbish and re-paint each component, clean down 50 years accumulation of dirt and grime from the body, source components and have others repaired by specialists is enormous but very gratifying as you see the results of your work.

Luckily the performance modifications I did some years ago will not need too much work, the twin Weber carburetors needed refurbishment, the modified camshaft and high compression pistons were OK, and I have been able to find a lightened flywheel, heavy duty clutch, 5 speed gearbox and bigger brakes.

The body has been stripped down, rusted sections repaired, panels straightened and is scheduled for new paint next week – a five coat process over primer and undercoat – three top coats and two clear over. The new colour is Turkis - an original BMW colour of the era - a metallic turquoise green.

To complete the project you need support from some specialist companies. The Dashboard Doctor did a great job, as did Thornbury Carburetors who re-built my Weber carbys. A big thank you also to Brian and Russell at Olivier Panel Works in Traralgon for the body repair and paint job – they understood what I was trying to achieve and I think enjoyed the challenge.

I am not certain how long it will take to complete the restoration – that will depend on being able to source some of the more difficult final parts, how the modifications for the air conditioning work out, and I am sure there will be a few more challenges before the car is all back together and on the road again.

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To store or not to store, that is the question?

Written by Clive Massel

Although, I run a car storage business that specialises in classic and collectable cars, I have to say that, not driving your pride and joy from time to time is Public Enemy No1.

An analysis of the 90 odd cars that we look after, reveals that collectables and/or classics are seldom driven and spend more time under cover than on the road.

Storage of these cars is a means to an end.

It is vitally important that irrespective of whether your car is stored at home or at a professional car storage facility, the necessary steps are taken to protect your valuable investment and avoid costly repairs resulting from disuse of the vehicle.

Cars need to be driven not stored!

Like all services, there are services and services.

If you do decide to place your car in a storage facility, be guided by the services and expertise that are offered and do not just be price driven.

Check out the credentials of both the business and the operator.

There is a well-known South African saying:

“Goedkoop is Duurkoop”

A cheap buy can become a very expensive buy.

The following are my guidelines.

1. Time period.

If you are storing for a short period of under 2-3 months the requirements will differ substantially than if the car is being stored for a lengthy period.

Anything over 6 months needs a different and more caring approach.

2. Age of the car

The age of the car will also determine the do's and don'ts, but the general principles of good and proper storage do apply to all cars.

The difference in preparing an older car for storage compared to a more modern car is the difference in materials and the later technology used in the more modern cars.

For example, drum brakes vs disc brakes or carbies vs fuel injection.

3. Moisture.

Moisture must be avoided at all costs.

This applies not only to the obvious, like the body work and interior, but also to mechanicals such as the engine, hydraulics, brakes, suspension, and fuel system.

The garage or storage facility must be dry.

Make sure there are no roof leaks, broken windows, or damp floors.

Latent moisture will make everything go mouldy and generate expensive corrosion repairs.

4. Fire and other Hazards

Remove all ignitable liquids from the garage such as petrol, thinners, and paint.

Do not have overloaded power boards left in the garage.

If you are storing lawnmowers or other petrol driven tools make sure that they are not leaking any petrol.

In short, eliminate all hazards from the garage.

Your garage should be free from falling objects and other obstacles such as children's toys, bicycles etc. The risk of accidental damage is not worth the cost, frustration, and agony of repairs.

5. Car preparation.

If the car is being stored for a long period of time, I recommend the following:

- Give the car a very thorough hosing followed up with a shampoo wash with a reputed brand name.
- Do not use household detergents.
- After the shampoo, the car should be rinsed off and then covered in a high-quality wax polish. The wax will protect the bodywork against latent moisture.
- After the washing process, get rid of all water from the wash.
- The most effective method is compressed air. If not possible, take the car for a 10-minute drive.
- If the car has leather, it should be cleaned with either a branded leather soap or else bathroom soap and then finished off with a leather cream or conditioner.
- All rubbers and seals should be soaked with a rubber protector. This will ensure that they do not dry out and become hard and brittle.
- The underside, suspension, brakes, and other parts should be soaked with a lubricant such as WD 40.
- Fill the tank up with fuel and add a fuel stabiliser. Run the motor for a few minutes.
- All fluids in the car should be replaced. Radiator, brakes, engine, transmission, and power steering.
- Remember that that airborne moisture affects

almost all fluids in the car.

- Contamination entering the brake system will result in costly corrosion repairs.
- Ensure that all fluid levels are at their maximum. This will assist in stopping moisture entering the various components.
- Under no circumstances should you drain any fluids and leave them unfilled.

6. Car Covers

Do not place a plastic cover over the bodywork.

I always use a soft linen cover and then over that, I put the plastic cover to prevent dust from touching the body.

Avoid heavy covers, as they are awkward to put on single handed and in the process, they can scratch the car.

7. Batteries.

On the older generation cars, it is safe to remove the battery but keep it connected to a good trickle charger.

This is to safeguard against damage caused from a leaking or defective battery.

However, on the newer generation cars it is not always feasible to disconnect the battery.

Modern cars run on sophisticated computers and if not permanently connected will lose their memory.

Depending on the make of the car, it may have to go to the agents for a reset.

At my facility, all trickle chargers are placed on a permanent switchboard timer, wired through the electrical switchboard and they operate during weekdays and not over weekends. Digital timers are a good alternative.

This is simply good risk management.



8. Tyres

Tyres are prone to flat spots.

Over inflate the tyres and wherever possible move the car forward and backwards to avoid flat spotting. Ideally place the car on jack stands.

9. Rodents and insects

Apart from rodents, which can wreak havoc with your car, other creepies can cause equal damage.

Ants entering the airflow meter etc are a real nightmare.

Place rat bait in the garage and spray the perimeter of the garage as well as the area around the car with ant poison.

The use of mothballs will chase silverfish and other uglies away from the interior of the car.

10. Engine starts

There is no substitute for a drive.

As a poor alternative, the car should be started at least twice per month.

The starting procedure that I follow, is to let the engine idle freely for at least 15 minutes until it is really hot.

I then build up the revs to about 2000 rpm and give the throttle a few good blips after that.

This protects the water pump, heater/air conditioner and lubricates the internals.

The worry is the drive train and the braking system.

One alternative is to put the car on jack stands and "drive" it through a few cycles.

This is not always possible.

Pumping the brakes regularly will reduce them freezing up and handbrakes should not be applied.

Rather use a tyre chock.

From my years of specialised car storage, I notice the following items are the main casualties from long term storage.

- Water pumps
- Radiators
- Power steering
- Engine, gearbox, and diff leaks
- Hydraulic brake leaks and master cylinder failure.
- Brake pressure boosters.
- Jammed brake callipers and cables.
- Carbies and fuel injector pumps.
- Flat spotting.

I use the Liquid Intelligence range of products extensively.

They have an excellent seal protection product, that will assist in preventing fluid leaks and keep all seals soft and moist.

In conclusion, I have outlined the pitfalls of storing a car and leaving it unattended over a lengthy period.

If your car is unable to get attention whilst in storage, then you need to find a specialised storage facility that is "hands on" and can monitor your car on an ongoing basis.

"Out of sight out of mind" can prove to be a very costly exercise.

On a personal note I have been a huge BMW fan for many years collecting, displaying and racing in BMWs in my home country South Africa prior to my move to Australia.

I won the South African Historic Touring car championship in 1988 driving a BMW 2002 as well as the South African Endurance series for Group N cars.

I was the Team Principle in 1989 for Forsdick Duckham's BMW Racing.

I have successfully participated in many concours events achieving much success with several of my 2002s

In South Africa, I was fortunate to own 2 x BMW M1 cars and at the height of my collection, I had in my possession every variant of the 2002 series built.

This included 1602, 2002, 2002ti, 2002tii, 2002 baur, 2002 Touring, 2002 turbo, 1600 Glass Gt and the only genuine 2002 Ti Alpina in South Africa.

My all-time favourite was a 2002 with an s14 engine, close ratio gearbox and lsd diff.

On my arrival to Australia in 2011, I started Makulu Vehicle Storage which now incorporates Makulu Vehicle Services and Makulu Racing.

We have 3 facilities in Moorabbin and "care take" of over 100 cars.

I am also a founding member of Southern BM Classics, incorporating our Classical BMW Museum.



Tools For The Job from the “DIY Guru” *Written by Ken Lee*

I recently made a large syringe for removing the differential oil from a BMW. Modern BMWs have no diff. drain plug so there are limited ways of changing the oil.

I have written about using this syringe before in an article about changing the diff oil, see page 19 Edition 156 TOPMarque so this time I will explain the construction of the syringe.

I pondered the making of this unit for a long while. I knew I wanted a clear tube so I ordered some polycarbonate via Ebay, The tube I initially ordered, for the main body, was a 60mm extruded tube but this turned out to be the wrong choice as I later had to buy the same tube only cast instead of extruded. The difference between the two is the cast version has better dimensional consistency, therefore, even wall thickness throughout the tube, the extruded version had variations in wall thickness too great to maintain a constant vacuum over the full pump stroke. The quality of the tube is also reflected in the price as the cast tube is much more expensive.

The tube was cut to length and machined square ready to receive the end pieces, the bottom plate is polycarbonate with an aluminium hose attachment, while the top is made as two pieces of Perspex, with a removable lid for cleaning.

The top and bottom sections are a relatively close fit to the tube then finally glued into place with special glue suitable for these plastics. The pump plunger is also made from Perspex with a polycarbonate diaphragm, containing an O ring, relieved into the outside edge. The pump can be used with the companion container made with the same materials to collect brake fluid when the system is used for this job.

The number of uses I have incorporated into the pump include, removing used oil from the diff, pumping in new oil after a clean and bleeding brakes with companion screw top vacuum/pressure container.



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What was **the first M car** produced by BMW?

Written by Clive Massel

When you think BMW Motorsport, (BMW M GmbH) the first car that comes to mind is the BMW M1 but was the all-conquering M1, the first M car produced by BMW Motorsport? To add to the conundrum, was it built in Germany?

The first M car was an E12 Five Series BMW built by BMW South Africa at their Rosslyn plant. This was the forerunner of all BMW M cars produced from 1976 to current times. What gave rise to the birth of the mystical and magical M cars?

In 1968 Mercedes Benz introduced their ground-breaking W114 range of cars. These cars were well ahead of their time and were marketed by Mercedes as "The New Generation Model". In 1975 the legendary W123 range of cars was launched and this series dominated the middle-sized saloon car market. In fact, the 123 range was so popular that there was a twelve-month worldwide waiting list.

During 1972 BMW, decided to enter the middle size car market and produced the BMW E12, 5 Series range of cars. Their goal was to break the Mercedes dominance worldwide. A formidable task. The first E12,5 series model produced was the 520 in 1972, followed by the 518,525,528,530,533 and finally the M535. The E12, M535i, is now a very sought-after vehicle.

The saying "what wins on a Sunday at the racetrack sells on a Monday in the showroom" was the philosophy followed by BMW South Africa. They realised that the only way to beat the Mercedes dominance was to take them on at the racetrack. This proved to be a brilliant marketing strategy.

The racetrack was the perfect venue to demonstrate the performance, handling, and braking overall superiority of the 5 Series over its Mercedes rival. In 1981, following the initial success of the E12 the second generation E285 series was launched. It was the E28s that shattered the Mercedes dominance in each of the model ranges against which they competed.

Jochen Neerpasch, head of BMW motorsport division in Munich was asked to come up with a racing car based on the specifications for The South African Star Modified Production Car Series. BMW South Africa partnered with Schnitzer for this unique project and this gave birth to the BMW 530 MLE (Motorsport Lightweight Edition).

The 530 MLE was a homologation special. Homologation specials are cars that are made according to an exclusive recipe according to a specific motorsport sanctioning body. Cars are



Photos by Simon Shiff and Clive Massel

manufactured to meet the standards of different race sanctions such as FIA and to allow the car to compete in racing series like Touring Car and Rally Championship Series. It was necessary for 100 vehicles to be produced and sold, before the car was eligible to race.

Despite uncertain economic times as well as severe speed and fuel restrictions in South Africa, all 108 of the series 1 MLEs were snapped up before they even appeared in the BMW showrooms. Similar to Australia, South Africa is a haven for petrol heads.

To meet this unprecedented demand, BMW South Africa produced another 110 cars known as the series 2 MLE, which included luxuries such as power steering, air conditioning and a choice of colours. The first generation MLEs were only available in BMW alpine white. Two race cars were built. These two cars were sponsored by BIC and Castrol/Solara, respectively. They were debuted at Kyalami on the 5th of June 1976, comfortably winning their first race appearance.

The late Eddie Keizan would go on to secure a hat trick of championship wins in his Solara/Castrol car from 1976 to 1978. The two 530 MLEs were the first BMW factory backed saloon car in the world and to

this day the most successful 5 series ever raced.
<https://www.youtube.com/watch?v=rStJg2Nvmw0>

The BIC car was tested at the old Kyalami track by ex-formula 1 driver Gunnar Nisson and despite a misfiring engine, achieved a lap time of 1min 39 sec. This was entering legend territory and proof that the car was a winner. Eddie Keizan, broke the saloon car record at Kyalami with a time of 1min 35 sec. His Castrol/Solara car was pulling 7000 rpm at the end of the Kyalami main straight, recording a speed of over 220kph.

Success was not limited to South Africa. Team Luigi BMW were phenomenally successful campaigning their 530 in Europe and the UK. This is the very well-known UFO JEANS car. <https://youtu.be/tNMzox6wSk0>

There was no Mercedes that could match this level of performance. The only race competition that these cars had was from the Mazda Rx7's. The series 1 MLEs were all hand built and no two cars were alike. The cars had Schnitzer engines developing around 147kw, coupled to a dog leg five speed close ratio gearbox and limited slip diff. The interior had different gauges as well as Scheel racing seats, whilst the car sat on 7J Mahle alloy sports matched to Dunlop 195 HR 14 radial tyres. The body was fabricated from



lighter steel and aluminium panels and the rear firewall, parcel shelf and floor pan were drilled as part of the weight saving exercise. Throw in a front and rear fibre glass spoiler and the cars were ready to go.

The 530 MLEs sported the official BMW racing stripes and was the first BMW to have the letter M stamped on the chassis plate. 530 MLEs are almost extinct and considered to be an "endangered species". They are now regarded as one of the rarest BMWs ever built and highly sought by collectors worldwide.

Until recently, there were only six, series 1 versions left in South Africa. With the sale of chassis 46 to a collector in the UK and the subject car, chassis no 70, recently arriving in Australia, only four MLEs are left including chassis no 100 which has been fully restored and belonging to BMW South Africa.

<https://youtu.be/8BVTmY1xycg>

Chassis 70, the car featured in this article was located by Nick Coetzee of Affordable Classics in Canberra. Nick is an ex- South African and an absolute worldwide authority on South African built cars. The car had been placed in a museum in Johannesburg and as soon as Nick heard of the car entering the marketplace, he immediately put down a securing deposit. Just as well, as he had several major international collectors and museums vying for the car.

Prior to the sale of the car to the museum, it was owned by Klaus Wiehl of Cape Town for a substantial period. The besotted Klaus was, in his own words "in love with the car." At the time he was studying at university and to be able to repay his father for the

loan, switched from full time to part time studies. Klaus provided all the invoices, records etc to Nick and these documents together with the car are now in safe custody at our Southern BM Classical museum in Moorabbin, Melbourne.

Chassis no 70 is an unmolested original car. According to an article by Hagerty's, homologation specials are sought after worldwide and command more than premium prices. The 530 MLE is no exception. When released in 1976, it carried a price tag of R10,595 (\$940!)

Just prior to my immigration to Australia in 2010, Chassis 46 was offered to me for R75,000 (\$6660). Idiotically I let it go. This car that was snapped up in less than a day, together with two other rarities- a 333i and 2,7 E30 shadow line. Chassis 46 achieved a price more than R750,000!

If you can achieve the impossible and secure one of the last four MLE's, a price of R1.5million will not get you off the starting blocks. Ironically, it is easier to source a M1 out of Europe or the United States than it is to find a 530 MLE.

<https://youtu.be/-egINDxMZFU>



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... and then
there was one!!

Written by Stewart Garney

Then...

In 1980, Allan Grice imported a Group 2 BMW E24 635CSi racing car from Europe. The car was rebuilt to Australian Group C specification and designed to take on the Fords and Holdens that were prevalent in Australian touring car racing at that time. Sponsorship from cigarette brand John Player Special was arranged and the car was finished in the stunning black and gold sponsor's colours. The beautiful car was a revelation to Australian motorsport as nothing like it had been seen before. The car is now owned and raced by Dean How.

In 1981, Formula One, Sports and Touring Cars driver Frank Gardner acquired control of the team and in a deal with (then) BMW Australia, established JPS Team BMW. Allan Grice left the team to be replaced by Jim Richards who would go on to win two Australian Touring Car Championships for the team, one in 1985 (JPS E24 635CSi) and again in 1987 (JPS E30 M3), both under international Group A regulations.

As team principle and lead driver, Frank and Jim were provided with JPS-liveried road cars ... an E28 M528i for Frank and an E28 528i for Jim. These were similar

in presentation to the extensive range of JPS-liveried road cars that were sold by BMW Australia at the time in a marketing exercise in support of the racing team. While no records can be found, it is believed 100 E21 323i (each one individually numbered ...), six E24 635CSi, 30 E30 323i examples were delivered, in addition to a single E12 528i to special order. These figures make any JPS-liveried car a little bit special and they included uprated suspension components and some very attractive aesthetic improvements. These included a full Recaro interior, M1 steering wheel, a selection of alloy wheels and the JPS livery of black with a gold coach-line and bespoke JPS badging. A good few have survived and are keenly sought after while The JPS Register keeps a track on them and assists owners with maintenance and restoration.

Frank's M528i was upgraded to an M535i while Jim retained his 528i. Frank's car was sold and was, sadly, written off in an accident. When the team was disbanded at the end of the 1987 season, both remaining cars were sold. The M535i exists, we believe, in southern New South Wales but has been repainted green while Jim's 528i went through a series of owners in South Australia and Queensland.

Now ...

I have been running The JPS Register for some years now, ever since buying my first JPS, a lovely E21 323i. We don't know which number it was as the plaque on the dash had been removed. I bought the car from Queensland where it was in danger of being parted out which it certainly didn't deserve. At the time I also owned an E28 M5 and 2002tii so accepted an offer to sell the car to Alvin Chua in South Australia. The M5 was sold to the UK and the tii to Sydney so I set out to find another JPS. Number 47 became available in Queensland so after a trip to Brisbane, I bought it and had it delivered to Melbourne. While it was lovely, it did need quite a lot of work which it ultimately received.

While all this was happening, Scott Muir made me aware of the possibility of "one of the E28s" being parked up in Queensland so I made it my mission to find it. I have always had a very soft spot for E28s so if I could find a genuine JPS example, many boxes were being ticked. We didn't know which one it was so I asked a Queensland-based friend, David Harris (JPS E30 325i Group A) if he could go to the address we had and check it out.

David reported back that, yes, he had found it, yes, it was a genuine JPS, yes, it was damaged and yes, it was for sale. In fact, it was so for sale that he had bought it and relocated it to his workshop. David said it was too good to lose and while he didn't want it, he felt someone would and at least it was safe.

What to do? I desperately wanted it but there was the question of the current E21 to think about. David sent me photos of the car as he had found it. Oh dear ... it had hit a deer head on absolutely dead centre of the front, taking out everything including the bonnet. The owner, for some reason, was not in a position to fix it so it sat unattended for, we think, about six years. He had gathered a lot of spare parts to rebuild the car and had removed the engine and gearbox, which it probably didn't need to have done.

The damaged car was soon sold to Gold Coast BMW wrecker Addam Smith who, thankfully, didn't wreck it but set about rebuilding the front. Fortunately, the rails and inner and outer guards had avoided damage so replacement front pan, radiator support panel, bumper and bonnet were grafted on along with all the hardware that lurks inside there, oil coolers, radiator,

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headlights, you name it. A nice black paint of the front clip rounded off the job. I had had the opportunity to view the car at Addam's workshop and could see its potential although it still needed a lot doing to it. Addam sold the car to a Perth-based E28 collector in Rick Dyball who kept in touch through the Register and who agreed I could have first dibs should the car become available for sale again.

At this time I was approached by Sydney-based Vince Brigante who had bought the partially completed E21 323i JPS number 76 which was being finished by a Melbourne panel beater. Vince wanted to see my E21 to get some reference photos to help the restoration of his car. When Vince saw my car (which I have to say was pretty nice ...) he made me an offer I couldn't refuse. But, before accepting it, I made a call to Perth and asked Rick if the E28 was for sale. "It's not, but for you, it is," was Rick's reply so the double deal was done ... E21 to Sydney, E28 to Melbourne.

The 1982 E28 528i John Player Special arrived in Melbourne just before Christmas 2018. At this stage, we still didn't know if was Frank's M528i or Jim's 528i but that soon became clear. It was obviously not an M car as it did not have the Recaro interior and there were features on the car (an alarm lock on the driver's door) which were evident in an earlier photo of the car which made it beyond any doubt, Jim Richards' personal car.

Now, I have known Jim for over 50 years since we were members of The Auckland Car Club and I reconnected with Jim when I took my M5 to The New Zealand Festival of Motor Racing Featuring BMW Motorsport at Hampton Downs in 2012. Jim was very pleased that a car that he had fond memories of ("I loved that car ...") had resurfaced and has taken a close interest in it ever since.

So, what was it like? Well, best described as "not good". After a six-year sabbatical in Queensland, it was going to take an awful lot of work to get it back to anywhere near the presentation and condition that

I believe any JPS needs to be. The racing cars were always immaculate and often won "Best Presented" awards on race day so it is only fitting that their tribute cars be to the same standard.

I have spent a fortune in time and money getting the car back. Comprehensive detailing, some paint and panel and lots and lots of mechanical work have been completed. For example, it had a vibration at 80 kmh and reverse gear could not be engaged at any price. We found that the engine and driveline were 22mm out of square!!!! The gearbox was so far off line that the selectors were fouling the transmission tunnel, stopping reverse gear from engaging!! Brake wear sensors were simply cut, no rear brakes, broken front springs and collapsed dampers, no windscreen washer system, missing body trim pieces, it just went on and on. In fairness, Addam had repaired it and Rick had bought it as it was, fully intending to do what I ended up doing.

I have had a complete new interior fitted (bar the carpets which were surprisingly very good), the roof and rear number plate panel repaired and painted, a correct set of ET20 wheels fitted, new trim and body parts, new dampers and brakes ... the list is comprehensive! Most of the paint is original and with careful detailing and polishing, has come up extremely well.

The "ex Jim Richards E28 528i John Player Special" drives beautifully now and is a real head turner. It is also, of course, a one-off, you'll never see another one. I know it's Jim's car because I have a video of Jim driving it! And Jim said it was, good enough for me! When our world returns to a degree of normality, I look forward to sharing it with you.

Meanwhile, thanks to ...

Scott Muir for making me aware of its existence

David Harris for going to find it, and saving it

Addam Smith for not wrecking it

Rick Dyball for agreeing to sell it to me

Dean How, Peninsula BM, for being so helpful in finding parts for it

Rob Giacomelli, BM Central, for fitting them and sorting out all its woes

Lee at Crystal Finish Panels for his excellent paint and panel work

Chris Booi at AAA Autocomfort for his beautiful interior retrim

... and Evelyn for her patience and understanding in helping me bring back a piece of Australian motor racing history.



The **winding road** towards my BMW motoring pleasure

Written by Peter Galtry

My BMW story actually started as a Mazda MX 5 story back in 2012 with our year 2002, Titanium convertible. It wasn't so much a mid- life crisis as an "I've worked hard for 32 years, can I please buy one Deb?" moment. An amazing and forgiving little car the 1.8 I, 6 speed. It certainly let me off the hook a number of times when I tested Einstein's theory of $E=MC^2$ (where E = a bit of sideways motion, M = mass in kg of rain falling and C = clown factor of driver)

I had to sell it to a mate and his wife after a couple of years because they just wanted it and they paid good money. Win /win.

Roll on March 2015. I was hankering for another convertible and it was time to update the work daily. My wife Deb's back had struggled just a little with the MX5 (I blame years of field hockey), she blames it on me for making her help me build our mudbrick house. Probably a bit of both if I'm honest. Prettiest labourer I ever had!

Okay methinks, what is a nice, affordable, big, 4 or 5 seat convertible with upright, heated seats. A Volvo, nah or a Mercedes maybe? So into Carsales I type '4 seat convertible' and what comes up in the selection but a year 2000 Jaguar XKR-100,

4.0 I, supercharged V8, I hear myself say lovingly. Comfy upright, heated seat for Deb. Everyone's a winner. Now to find one. I put the feelers out including an ad in the Jaguar Club of Tassie magazine. About 2 weeks later, I'm sitting at home and the mobile rings. (Imagine a Mrs Mc Gillicutty voice hitting me with this, in one sentence, no pause for breath) "Hello, this is Valmay from Tasmania, I have a car that you want, that was my late husbands, it's very nice, it's a lovely blue colour with a cream interior,

you will like it and I will let you have it for the right price, okay"

Mmmm I think, which one of my idiot mates is this and I'm about to unload with a heap of friendly expletives when just in time, Val starts telling me all about the car and the people I've been talking to in the Tassie Jag Club. Phew. Okay, so it's fair dinkum and that is how the XKR came to be in our garage.

I think we had that car for a year or two and when I showed it at a Jaguar Club of Victoria day at Wesley College, Glen Waverley, someone fell in love with it and bought it.

Now we get to the good bit. June 2018, I'm missing the wind in my hair (shut up Cobey and other people who know me) and it feels like time to get another convertible. Maybe a bit cheaper than the Jag was! I type in a search criteria of; 4 seat convertible, under \$10,000 and this time a car called a BMW 328i shows up. Let me see, 6 cylinder, air conditioned, power roof, ABS, twin air bags, yaddah, yaddah, yaddah. Nice. It takes until August until I find a good one. It was Zed, the 328 (ZBM511). He was in immaculate condition and I loved showing him at the likes of Motorclasica and Geelong and Winton Festival of speed. Not to mention taking friends out through the Yarra Valley for winery and foodie tours, sunny winter, spring, summer and autumn early morning drives to work and of course the Great Ocean Road cruise.

I joined the BMW Car Club of Victoria in August 2018 and have been fairly active since day 1. I have had some of the best days of my motoring life with our club at the Show type days. That has allowed me to meet a heap of really great people in our club and make a great new



friend. You know who you are. We both have other mates but not ones that share our car passion and that is what I have found is a common factor about people in this club. They share that passion, love and energy for cars and in particular, BMWs.

Having enjoyed the 328i so much, I then went and bought an Estoril blue 1999 E36 M3 Convertible, in April this year from a fella in Perth. All original with 140,000 kms in great condition, with the SMG converted to manual. The 328 has gone to a good home now. I vetted the owner before I let him buy it.

Throw in a quick turn over of a Silver E38 735i, I bought, that was very tidy (I thought we were going to use it to chauffeur my elderly in laws around in but for various reasons it became surplus to needs and has recently been sold)

Some very exciting news hot off the press is, this Friday my Calypso Red , Parchment interior, 1995 540i LE arrives at our my place, all the way from the ACT.

Just to finish off with some other usual 'My BMW Story' content, here goes.

Car racing experience. 2 hot laps around Winton, as a passenger with Frosty Winterbottom.

I'd love to get more involved in our club motorsport but don't have the cash or the spare time right now. I'd be happy to help out as an official maybe though.

I am a keen follower of motorsport. Not a big fan of the "Taxi" racing but all credit to the drivers. I hanker for the old days of real touring car racing when all makes and models were involved. I think the Bathurst 6 hour is probably the closest we have to it now and I love it. That could be because BMWs always do so well.

Favourite race driver. 2 come to mind, Norm Beechey and Sir Jack Brabham. I saw Norm at Rob Roy in his Chevy Impala, I reckon about 8 years ago, still ripping it up! He had to be late 70's or in his 80's at the time.

I have a big mounted print of Sir Jack in my garage. What a bloke! A very practical engineer who could steer, had mechanical empathy for his cars and was a great strategist.

In closing following is a collection of my favourite Sir Jack quotes (the last one is paraphrased)

"My speedway experience was terrific driver training. You had to have quick reflexes; in effect, you lived or possibly died on them"

"I like to corner using full steering lock and lots of throttle"

" When the flag drops, the bullshit stops"

" It's not my fault if my back wheels happen to slide into some stones at the side of the track and the joker behind me is right on my tail. He learns pretty quickly though"

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E30 2020 Garagistic BMW Driver's Cup Standings

Car #	Competitor	Qual. Position	Qualifying Time	Race 1 Position	Race Points	Race 2 Position	Race Points	Race 3 Position	Race Points	Total Points	C'ship Position	C'ship Points
43	Jeremy Payne	1	1:38.8948	1	25	1	25	1	25	75	1	25
27	Brian Bourke	2	1:41.2648	2	22	2	22	2	22	66	2	22
52	Simon Leach	5	1:43.6807	4	18	5	16	3	20	54	3	20
55	Simon Shiff	6	1:45.7176	6	15	4	18	18	6	51	4	18
77	Rory Plant	7	1:46.7624	7	14	6	15	16	2	45	5	16
22	Alex Jory	3	1:42.0722	3	20	3	20	DNF	0	40	6	15
30	Jess Bell	9	1:48.8355	9	12	7	14	7	14	40	7	15
54	Paul Shiff	8	1:46.8130	8	13	8	13	8	13	39	8	14
83	Stuart Clarke	12	1:53.4627	10	11	9	12	10	11	34	9	12
19	Anthony Carolan	10	1:49.3155	13	9	10	11	9	12	32	10	11
24	Geoff Bowles	4	1:43.5551	5	16	DNF	0	6	15	31	11	10
40	Roderick Martin	13	1:54.8477	12	10	12	10	11	10	30	12	10
7	Gavin Clarke	11	1:51.8363	11	10	11	10	12	10	30	12	10

2020 BMWCCV Club Motorsport Championship Results

Sandown was the forth round for the year. The weather was a mixed bag with wet, dry and high humidity.

Don't the MINI boys know that smoking is bad for the health:) In this case the engines health. I'm sure they'll get it fixed pronto.

Phillip Island had great weather for first 3 sessions then rain for the last. A great time had by all.

The next round is at Phillip Island for the Championship decidercan't wait!

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 2020

Competitor	Vehicle	BMWCCV Class	Sandown	Phillip Island	Sandown	Phillip Island	Phillip Island	Totals	STANDING	
			23-Feb-20	15-Mar-20	22-Nov-20	5-Dec-20	19-Dec-20		OVER-ALL	CLASS
Paul D'Alessio	E36 325i	D			10			10		
Dion Gunn	F20 M140i	E		10				10		
Jeff Murdoch	E82 135i	F	10	10	10			30		
Darryl Behrendorff	E93 335i	F	9					9		
Simon Flanagan	F80 M3	G	10	8	9	9		36		
Brian Easton	F87 M2 comp	G		10	10	10		30		
Rainer Runge	F82 M4	G	9	9				18		
Xiao Han	F82 M4	G	8					8		
Hailong Wang	F87 M2 Comp	H	10		10	10		30		
Philip Logan	E36 M3	H	10		9			19		
Peter Caretti	E36 M3	H		10				10		
Kuanga Li	F87 M2 Comp	H	9					9		
Xiaopeng Gong	F87 M2 Comp	H	8					8		
David Lumb	E30 325i Race	I	8	10	9	10		37		
Ashley Sprague	2002 Race	I	10		10	8		28		
Matthew Draheim	E30 325i Race	I	9					9		
Peter Shea	E30 325i Race	I				7				
Stuart Clarke	E30 325i Race	I				9				
Ken Christie	E46 M3 Race	J	9	10	10	8		37		
Keith Olsen	E92 M3 Production	J	10			10		20		
James West	E36 M3 Race	J			9			9		
Gavin Clarke	E92 M3 Modified	J				9		9		
Mark Higgins	BMW MiniCooper S R56 JCW	L	9		10			19		
Scott McMillan	Nissan Skyline R32 GTR	L	10					10		
Luuk Zillig	BMW MiniCooper S R56 JCW	L			10					
Clive Massel	Alfa Guilia	L	8					8		
Glyn Bosisto	Nissan Skyline GTR32	L				10		10		



Quiz Answers

1. The models produced at the Spartanburg plant are the X3, X4, X5, X6 and X7 SUV models.
2. Individual or Independent Throttle Bodies (ITBs).
3. A host of manufacturers have adopted the technology but most notably perhaps is BMW, who commonly used ITBs on its famous naturally aspirated M cars.
4. With a single throttle body, pressing the throttle opens the valve and air is sucked into the plenum chamber (commonly known as the intake manifold due to the vacuum created by the piston in the combustion chamber. The air then has to travel from the plenum chamber to the cylinder whose inlet valve is open.

By replacing the main throttle body with individual throttles, the throttle can be placed much closer to the inlet valve. This means the plenum chamber, which is now upstream of the throttle body, is continuously full of air. This ultimately means the air has less distance to travel so the engine picks up sooner, which gives the driver better throttle response. The improved airflow helps to fill the combustion chamber more efficiently more of the time, translating to more power.
5. In 1930, Galvin Manufacturing introduced the first car radio. It was one of the first commercially successful car radios, and the first major product for the company that later became Motorola Inc.
6. Chrysler introduced the first Bluetooth-capable car in 1999 (for the 2000 model year) enabling wireless devices like mobiles to communicate with others at short distances.
7. For an infographic on the history of cars, see <https://news.jardinemotors.co.uk/lifestyle/the-history-of-car-technology>
8. Trick question! While the Victorian Road Rules don't require you to restrain an animal inside a vehicle, restraining pets is considered the safest approach for both human passengers and animals alike. A proper pet seatbelt, or a pet carrier secured in the back seat are recommended. Wagons and SUVs may be fitted with a cargo barrier to keep the animal in the cargo area.
9. The revamped junction of Punt Road and Swan Street is a US style intersection that gives more 'green-light time' for north-south traffic.

It moves right-turning traffic away from the intersection via new lanes or 'remote' right turns (or 'P-turns'), which direct right-turning drivers through the intersection to do a right turn beyond it.

Welcome to all new members

Adrian Boden	E46 SMG M3 conv 2004, E30 1986, 320d GT line F34 2016.
Chris Rogers	840i 1994
Dennis Ng	120i E88 2010, 135i m sport E82 N54
Piebe Van Houten	528i 2011
Shannon Cooper	M340i x drive 2019
Vasilios Vassilaros	840ci pre 1065
Luke D'Alessio	M3 2004
Nik Apostolovski	325i 1994
Gavin Clarke	M4 2015 X5 M50d 2017
Andrew Hay	325i conv 1990, M3 2004, 7 series 1990
Mary Draheim	X1 2020
Dean La Galle	F30 LCI m sport 2016, e39 M5 1999, Mercedes W124 E320 coupe 1994
William and Kerrie Hall	F34 GT 328i N20 2014, Z4 36/7 Roadster M44 1998
Brian Fahad	318is 1990
Shamim and Shahram Masoudi	e36 318is coupe 1994, e36 318i sedan 1991
Ken Jones	540i 2000, X5 4.8i 2008
Brian Randall	328i 1995
Philip Cottier	e46 2002
Hua Zeng	2017 M4 comp, M3 2008, M3 2008.
Yousef El-Ali	530i 1993
Doug Paxman	e34 540i 1996
Dejan Malesevic	e36 325 converted to M3 1994 335i 2013
WELCOME BACK	
Stuart Clarke	
Gerard Oudin	

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