

TOPMarque

2022 Issue 167



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Cover photo by Matuš Burian

From the Vice President



To all the members and friends of the BMW Car Club of Victoria.

We're only a few months into 2022 and already seeing some encouraging signs for a stellar year ahead.

Our membership numbers continue to grow, social events have gone ahead as planned and motorsport has started with greater numbers competing than ever before.

By the time you read this, the "Nationals" in Canberra will have already happened. I'm sure everyone will have had a great time, thanks to fantastic organisation by the Canberra club.

We look forward to stories from our members who were at the nationals and the trip there via the Snowy Mountains.

Our social events have all gone according to plan, with fantastic attendance by regulars and new members. Trawool, Moonee Ponds Boathouse, Beeac Hotel, Torquay Motor Show, and That's a Wrap, were all very much enjoyed by the "capacity" crowds that attended.

We had 15 members with their cars competing at the Sandown Sprint on March 6. The cars covered the spectrum of BMW models – E30, E36, E46, E82, F80, E92, M2 Comps, and the numbers competing continues to increase.

Over the next few months there are 6 social events and 4 motorsport events on our calendar.

Of note among these will be the Beginner Car Care, Safety and Performance Driver Training for Women on Saturday 19 March to foster more female participation in motorsport.

Please check out our website for more information on all these great future events.

I look forward to meeting you at one of our events.

In the interim, take care, be safe and be well.

Jeff Murdoch

Message from the Editorial crew



Welcome to Issue 167 and the first for 2022. This issue is (finally) jam-packed with Member events and images, Motorsport highlights and much more. We hope you enjoy this edition and the special features we're profiling on Louise Forrest and her sprinting family; Evolve's Circuit Driving Q&A with Dean Sammut and Clive Milham's story on Motorsport Australia's young driver training program, 'Ricciardo's Racers.' If you have any story ideas, or topics you'd like us to cover, please email the team at editor@bmwclubvic.com.au

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What's On

For the latest set of events and timing please have a look at the club website at bmwcarclubvic.com.au

DATE	EVENT	LOCATION
Tue-Fri 8-11 March 2022	Drive to the Nationals Snowy Mountain Tour	Thredbo
Fri-Mon 11-14 March 2022	BMW Clubs Australia National Rally	Canberra
Thursday, 17 March 2022	Midweek Cruise	Yea
Saturday, 19 March 2022	Twilight Cruise to see the City Lights	Mt Dandenong
Saturday, 19 March 2022	Beginner Car Care & Driver Training for Women	Sandown
Sunday, 27 March 2022	Car Display @ Essendon Fields	Essendon Fields
Saturday, 2 April 2022	Motorsport Sprint Day	Sandown
Wed -Sun 6-10 April 2022	Car Display @ F1 Grand Prix	Albert Park
Sunday, 24 April 2022	ANZAC Cruise Event to Soldiers Memorial Museum	Bendigo RSL
Sunday, 1 May 2022	Motorsport Sprint Day	Winton
Friday, 6 May 2022	Simulator Fun	Southbank
Sunday, 22 May 2022	Around the Bay in a Day in May Cruise Event	Moonah Links Resort
Sunday, 12 June 2022	Motorsport Sprint Day	Tailem Bend
Sat-Mon 10-12 June 2022	Queens Birthday Weekend Cruise to Otway Waterfalls	Lorne

PLEASE NOTE:

All events subject to Covid-19 numbers restrictions. Keep an eye on your emails for more information as it comes to hand.

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Fit To Drive

written by Sheryl Lumb and Louise Forrest

Louise, husband Bert and son Daniel have been active members of the BMWCCV for many years attending both social, driver training and motorsport events.

The Forrest family all drive at Supersprints when work commitments allow. Louise is a qualified physiotherapist, Bert is a crop and cattle farmer and Daniel is doing a mechanical drafting apprenticeship.

At social events, Louise is always up early going for a jog when the rest of us are just waking and fronting up for a coffee and breakfast.

Keeping fit is very important to Louise. She kindly agreed to chat with me and give us all some fitness tips and how she prepares for a sprint day.

What is your normal daily fitness routine?

Cycling 2-3 times per week, gym and personal training x2 per week, walking/running dogs on the other days.

What is your normal daily driver and what car do you drive at sprints?

BMW M2 competition is the daily drive, BMW E 30 is the sprint car (Betty!).

What do Bert and Daniel sprint in?

Bert has recently purchased a BMW E46 M3 to drive and Daniel is in a BMW E 30 (Frank!).

Who in your family has the best car? Fastest? Most fun? Most reliable?

The E30s are great fun to drive – great feel, great cornering, maybe could be a little quicker! They are super reliable but like all track cars need regular maintenance. Good sticky yokohama tyres are a must!

Bert no longer has the XD Falcon. His M3 will be amazing and he is chomping at the bit to drive it.

What is your favourite race circuit?

Winton because its closest to us and is a tight circuit – great for the E30s. Sandown is a lot of fun as it's so fast, but it is a long way to trailer the cars.

Phillip Island is super fast with stunning ocean views (not that you really have time to look at them whilst driving!!) They are all excellent circuits and I've driven them all – not so much in the last couple of years...

Bert and I are really looking forward to going to The Bend near Adelaide in June (sorry Daniel – you have to stay home and feed the cows!)

What physical preparation do you do before a sprint? Anything special?

The day before a sprint is normally busy with car preparation.

Personal preparation is also really important. Things to think about would include: hydration, muscle stretching, getting a good night's sleep (and not having a big night out the night before!).

Coffee for me everyday is a must, maybe it makes me quicker on the track on a sprint day??!!

What is your training advice for sprinters who drive older cars and do not have power steering

My E30 is a manual with no power steering, no air-conditioning and no ABS. It's exhilarating to drive the E30 as the car is responsive and has great drive feel. As there is no power steering you can feel everything through the wheel and the seat of your pants and as there is no ABS you have to be careful with the braking. The car is quite heavy to manoeuvre around the pits (and requires a bit of upper body strength) but once on the track is great to steer.

Building upper and lower body strength with weight training can be very beneficial when driving older cars



that may not have as many comforts and driver assists as modern cars.

Any advice for standard road driving

My first experience with any form of track days was when Bert bought me a driver training course for a Christmas present with John Bowe advanced driving school at Calder Park. The other participants had been ordered to do this course by various legal bodies due to their misdemeanours – they couldn't understand why I was there! This opened my eyes into car control (even though I had had a full license for years with a perfect track record) and how to drive my car to suit the conditions. From there I did numerous driver training days and then progressed to sprint days.

My advice for anyone to learn better car control and be a safer driver is to attend driver training days and

practice days at race tracks with qualified instructors – they are fantastic fun and really help you to understand your car and how it (and you) react in different situations and in different conditions. The skills learnt are very relevant to everyday driving.

Why does Motorsport appeal to you? How long have you been sprinting?

I have enjoyed being involved in motorsport over about the last 10 years for many reasons including: family time – I get to enjoy this sport with my husband and son – how lucky am I; the comradery around the pits – everyone is friendly and helpful at the track and I've made some great friends along the way; the adrenaline rush – no need to look at your speedo on the track – go as fast as you can, just make sure you can get around the corner!; improving my driving skills.

Motorsport Achievements 2021

Written by David Lumb



BMWCCV Club Motorsport Champion

CONGRATULATIONS to our 2021 Motorsport Champion George Kantzios!

Worthy mentions go to the 9 winners of their respective sprint classes and also to all the 48 sprinters who competed and shared some fun track days together.

The Motorsport Champion perpetual trophy, which has been running since 1999, will be George's to keep for the year. He was presented with his trophy and the perpetual trophy at the February members event at his workshop 'That's a Wrap'

2021 BMWCCV Club Motorsport Championship Results

Competitor	Vehicle	Sprint Class Winners
George Kantzios	E30 328i mod	D BMW Standard 2.0 to 3.0 litre
Clive Milham	F20 M135i	E BMW Standard Over 3.0 Litre
Brian Easton	F87 M2 Comp	G BMW Standard M
Hailong Wang	F87 M2 Comp	H BMW Modified M
David Lumb	E30 325i Race	I BMW Racing Under 3.0 Litre
Keith Olsen	E92 M3 Production	J BMW Racing Over 3.0 Litre/ Racing M
Edwin Alway	Porsche 911 GT3RS	L Non-BMW Car
Andrew Ooterweghel	E46 325Ti	C BMW Standard 2.0 to 3.0 litre
Brett Charter-Barber	E90 330i	C BMW Standard 2.0 to 3.0 litre

Details of the points awarded to each of the 48 competitors are listed at the bottom of the current Motorsport Calendar – see bmwclubvic.com.au/motorsport

Progressive results for 2022 are also available online.

MSCA Motorsport Sprint Category Trophy Winners 2021

Congratulations also to our club members, Tim O'Sullivan, David Lumb and Brian Easton for the MSCA's recognition of their sprinting achievements in 2021! Their awards were presented at the first 2022 sprint at Phillip Island.







Beeac Car Cruise 6/2/22 *by Kerry*

My level of interest in car cruises (or for that matter, anything motorsport related) is determined by opportunities for open water swimming. Luckily for my husband (Rob), the club's most recent cruise was firmly routed in our Southwest neck of the woods, enabling me to undertake my early morning, daily swim. So, after a quick kilometre dash from Lonnie's Dogbeach to The Springs, 'we' were ready to rendezvous with other enthusiasts at the BP service station along Geelong's Ring Road.

As we approach the fuel stop, Rob gently reminds me that 'we' drive a BMW E92 M3. So far, the ritual is the same as for any outing – we look for some much-coveted shade in the carpark. I'm relieved to see a nice mix of men and women (and an occasional dog) in regular social attire. No helmets, racing jumpsuits or overalls. So far, so good.

Just like with the previous cruise to Mirboo North, the welcome is warm, and I panic a bit as nearly everyone has remembered my name. Tony provides a quick briefing and takes particular care to explain some of the navigation columns to the newbies. I suspect it's so I don't make the same mistakes as last time. Tactful and

appreciated, Tony. And here's a little tip for all of you from a novice: Avoid gathering to chat and admire your cars in the vacant parking spaces. You're blocking the prospective road-rager's access to his next BigMac!

Anyway, we're off and commenting how the Golden Plains have dried off in the summer heat and wondering how those gorgeous green hills of Gippsland are faring now. Along with a few others, we've missed the turn-off to Commons Road (?) and we're approaching Inverleigh from the other direction for a much-anticipated coffee break. Did anyone else notice how Rob concealed that luscious vanilla slice in a brown paper bag to avoid sharing it? It's nice to re-connect with Bridget from the Maribynong Boathouse outing and to discover that Anne is also hooked on swimming.

Gradually, I start to notice things like, Osman's black car has camouflage panels, and hear that, Hans with the white car, has recently snaffled up another desirable, low-mileage white car.

Time's up at Inverleigh. After a frantic search and retrieval of my lost phone from the public amenity block, we head for Beeac but now we're last in line. It's all ok though because Tony said, 'It's not a race' but I'm



A few shots of the BEEAC Pub's car collection.



not convinced that Rob heard that bit. More yellow paddocks, some single-laned sections and before the time it takes to change a car tyre, we've arrived at Beeac and once again, looking for a shady car parking space.

Business looks brisk at the Beeac Pub and some of us opt for a table with a breeze on the front porch. Max appreciates the cool spot along with the parade of four-legged friends passing by. Meals live up to their menu descriptions and there's plenty of congenial conversation about cars, covid, dogs; cars, covid, trips; cars, covid, swimming; cars, covid, meaning of life, etc. We then retire to our respective areas of curiosity – the craft/curio shop down the road or the shed/museum out the back. I take a quick look at both and then investigate some strange, mixed poultry noises emanating from a tangle of overgrown shrubs.

Someone suggests that we urgently need to move the cars (parked in the shade) away from the old, rundown bank (aka \$500 a night Airbnb). Obviously, members thought they were enhancing its prospects by parking their BMWs there. Hence another novice parking tip: People generally think they own their nature strips.



Respect this fantasy, especially if you have a nature strip of your own.

At this juncture, 'we' decide it's time to head homeward. I'm happy, Rob's happy.

What's not to love about a well organised, sociable car cruise? Thanks for making it so.

See you next time,

Kerry



Grand Ridge Brewery Cruise

Written by Kevin Flynn

After weeks of inclement Melbourne weather, the skies cleared and we were greeted with terrific weather for Tony Whelan's long anticipated Grand Ridge Brewery trip. We gathered at the now infamous BP Service Station in Officer, refuelled our beautiful machines, topped up ourselves with some coffee and checked out some of the new cars in the BMW Club stable in the car park.

We took turns to marvel at Tony Whelan's new i8, as he did his best impression of James Bond 007 with his machine. Some of the "not so agile" folks found getting in relatively easy, but getting out was a challenge. Watching the ladies trying to make a "lady-like" entry and exit brought out a few more laughs. Paul Weatherall's new M8 got the group excited with its sheer brutal engine and high-tech performance. We also got to check out the new little M240i owned by yours truly, which has been collecting dust for the past few months. All were itching to get out and hit the road.

Tony rounded us up and we headed down the highway in the direction of Koo Wee Rup. Once there, we turned off the road more travelled and in typical Tony style, hit the road much less travelled towards the hills and the glorious South Gippsland. What lay in front of us was about 65 kms of motoring perfection. A magnificent ribbon of bitumen lay in front of us that weaved us through the steep hills and magnificent green valleys on our way to our morning tea stop at the quaint township of Loch.

It was a sight to behold watching our machines climbing up the hills and roaring to our destination. Most of us had our windows down to catch the intoxicating sound of these wonderful machines climbing and switching back through the tight curves and the snap, crackle and pop of the exhaust notes coming from the convoy.

Loch was packed, as expected, and we were joined by other car and motorcycle groups that had stopped into town. Stories were shared, acquaintances made and



bonnets were raised again to chat about our machines.

Part two of the cruise was across the Strzelecki Ranges, weaving through the small towns of Korumburra, Wooreen and Hallston. With each turn, the scenery got better and so did the road; and the best part is that we had it all to ourselves. More terrific turns, lined by beautiful eucalypt forest as we climbed our way up to and along the Grand Ridge Road and to our lunch stop at the Grand Ridge Brewery.

The pub and bistro were terrific and they were as pleased to see us as we them after our cruise. Sonia completed the last few kilometres of the trip in Tony's 007 Mobile and I thought I'd lost my wife for the trip home. The pub was welcoming, warm and they certainly appreciated the tourists returning from Melbourne after

such a long break.

After a long lunch, some fresh produce from the vats, we headed to Leongatha for some coffee. With our bellies full, we said our goodbyes and started talking about the next trip in a couple of week's time for our long delayed Trawool trip and annual Xmas party.

After many months of lockdown, it was such a relief getting out into the regions, seeing friends again and the sweet roads of the countryside. Yet again, Tony has put together another terrific trip which was, as usual, meticulously planned and prepared for us all to enjoy and remember.

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TRAWOOL

Yarra Valley Cruise & BMW Club Christmas Party

written by Kevin Flynn

We'd nearly given up on the Trawool Trip, given the number of times it was postponed due to COVID restrictions. Tony Whelan had patiently re-scheduled the much anticipated event several times in the hope that it would finally get off the ground. Finally, we were able to get away in mid December. Tony decided to rename the event the Trawool Cruise/Presentation Night and Xmas Party, all rolled into the one event.

We knew it was going to be a great day; sunny skies, warm weather and a record number of club members signing up to this event. With 75 + members coming along, including many new members, it was going to be a terrific afternoon.

Tony arranged for us all to meet at Mernda McDonalds, which turned out to be a brilliant idea, given they were the only show in town with a car park big enough to hold all the members' cars. Tony needed a bull horn to pass on all the instructions for the day but we were all well armed with the trip notes and maps in the event that we got lost along the way. Keeping this many cars in tow was going to be Tony's biggest challenge yet, especially around the traffic lights.

We headed down the highway in the direction of Yea, which was to be our morning tea spot. However, as we have come to expect, and in typical Tony style, hit the roads much less travelled towards the hills and the glorious Upper Yarra Valley. We were greeted with fantastic roads and we had all to ourselves. Sweeping corners, tight switch-backs and breathtaking views. Lush green hills, spotted with small towns and farms; it was a glorious ride.

It was especially exciting for the few stragglers, me included, who came around a corner only to find a 7ft kangaroo in the middle of the road and in no hurry to move. With some encouragement (BMW horns are quite loud), he eventually moved on and we were able to complete our trip through the hills. A short blast on the Melba Highway and we had our morning tea stop in Yea.

Everyone in Yea knew we'd arrived. A huge array of magnificent cars was on display for us and everyone else in town. We chatted, took photos and popped bonnets, while we refuelled on some coffee. We also got to meet young Ben and his friend Frances in his white 330i. It was the first BMW in the club for some time sporting green P plates. Fantastic to see such

young members taking an interest in the club and getting involved.

The convoy then hit the road for a final blast over to Trawool. Most of us hadn't heard of Trawool, or even where it was, but it was worth the wait. These folks put on a great event with plenty of food and some of the local wines from the region on offer. It was great to see so many members and the mood was festive in the lead up to Xmas.

We had our entrees and then the awards were given out by our committee to formally recognise the great work that many of our members have done, and keep doing, behind the scenes to make the BMW Club of Victoria the best motoring club it can be. All worthy recipients, and too many to mention here, but the biggest applause was saved for Brian Easton, who won the coveted Member of the Year award for his involvement this year including his motorsport results. He was given his huge trophy, which was filled with "kitty litter," which we'd collected from all the tracks he drove (and he'd collected along the way). Brian, or as he is affectionately known, Beasto, was a popular winner.

After the speeches, there was some time to relax before lunch was served. Someone brought a football along, so it was a game of kick-to-kick in the car park trying not to dent any of the cars.

Of course, the annual Christmas function wouldn't be the same without Tony's Group Games. These were terrific and some lucky members took home some lovely BMW Umbrellas, Coffee Cups and other BMW merchandise for their efforts. We were then each treated to a chocolate bar, kindly donated by Tony as a Christmas gift.

With the sun setting over the magnificent Yarra Valley, we headed south and back to Melbourne. Some lucky members stayed the night and enjoyed the evening and another day discovering Trawool and surrounding towns.

Yet again, we have to thank Tony Whelan who put together another terrific trip which was, as usual, meticulously planned and prepared for us all to enjoy and remember.



Ricciardo's Racers

Written by Clive Milham

One week out from Bathurst and it was finally time for Ricciardo's Racers!

After many a COVID related delay, my son Grady and I arrived at Sandown racetrack ready to go. Grady would be doing the driving of course and I was really interested to see how the morning would unfold. Ricciardo's Racers is Motorsport Australia's young driver training program, catering for 12-18 year-olds with all levels of driving experience and interest.

Grady was close but not yet eligible for his learner's permit, so I'd never had the opportunity to take him driving. Other than a couple of sessions of go-karting, Grady's driving had been limited to running laps in a paddock bomb in north-western Victoria. We didn't quite know what to expect, but after a quick COVID safe check-in we were provided a comprehensive run-down on plans for the morning.

We quickly learned that today's session would provide everyone with a grounding in vehicle safety, setup,

handling and braking. Much to everyone's excitement, the "kids" would be driving two shiny, new Ford Mustangs generously provided by program sponsor Ford Australia.

James Stewart introduced himself and proceeded to explain the complexities of vehicle handling and braking. Demonstrated using a half full water bottle, James' lesson was so beautifully simple and yet totally comprehensive, all participants and supporters walked away with a new-found understanding and appreciation of driver input and vehicle dynamics.

James introduced his fellow instructors, and we were provided with an overview of vehicle safety, cabin setup and driving position, and preventative maintenance. Then, once safely seated in the cars, the drivers were instructed through sessions of straight-line acceleration and emergency braking, dry and wet vehicle handling and slalom course negotiation. Afterwards James quizzed the two "young" instructors about their motorsport careers and the level of effort, commitment and support it had taken to



compete at the highest levels.

The highlight for me was learning that these two young guns are in fact professional racing car drivers, Lachlan Gibbons and Andre Heimgartner. And after instructing that day in Melbourne, Lachy and Andre would be driving to Bathurst to compete the following weekend in the Toyota 86 series and the V8 Supercars!

Consistent with the introductory motorsport theme, a competition was held to round off the morning which catered very fairly to the ability of all drivers: a "regularity" event in which each of the participants would complete two separate circuits of the slalom course. The "winner" being the driver with the smallest time difference between each session. The "prize"? A hot lap with Andre at the wheel!

Congratulations to Motorsport Australia on a great initiative and special thanks to James, Lachy and Andre for their enthusiasm and commitment. Grady is hooked and we're looking forward to the next session at Sandown in March!



Advanced

Circuit Driving Q&A with Evolve



By Dean Sammut

Welcome to Evolve Driving's second (in our three part) series about Driver Training, Track & Sprint events; based on common questions that we've received from car club members over the years. The questions come from drivers with a range of experience - from those who have never been on track through to drivers who have a racing licence. Read on to get more from your driving experience!

This feature is focused on questions that we received from more experienced track day drivers. Our previous episode covered questions for drivers starting off on their track driving journey (refer to Top Marque Issue 166).

Q.1: What upgrades/improvements should I make to my car?

We see a lot of drivers spending a lot of money on their cars. For some people the upgrading and building of their cars is more fun than the driving (I don't quite understand this but it's true) and for others, they just want the newest and shiniest modifications, regardless of any real-life performance value.

Often the upgrades that we see people make on their car provide little or no improvements in performance, especially when the driver hasn't even got the best out of the equipment that they already have. Also, there are a range of items that may add power or grip but then instead of improving vehicle performance they just show

up the next weakest link along the line, for example more power may break a gearbox or differential or grippier tyres may overpower the brakes and wear them and heat them up too quickly.

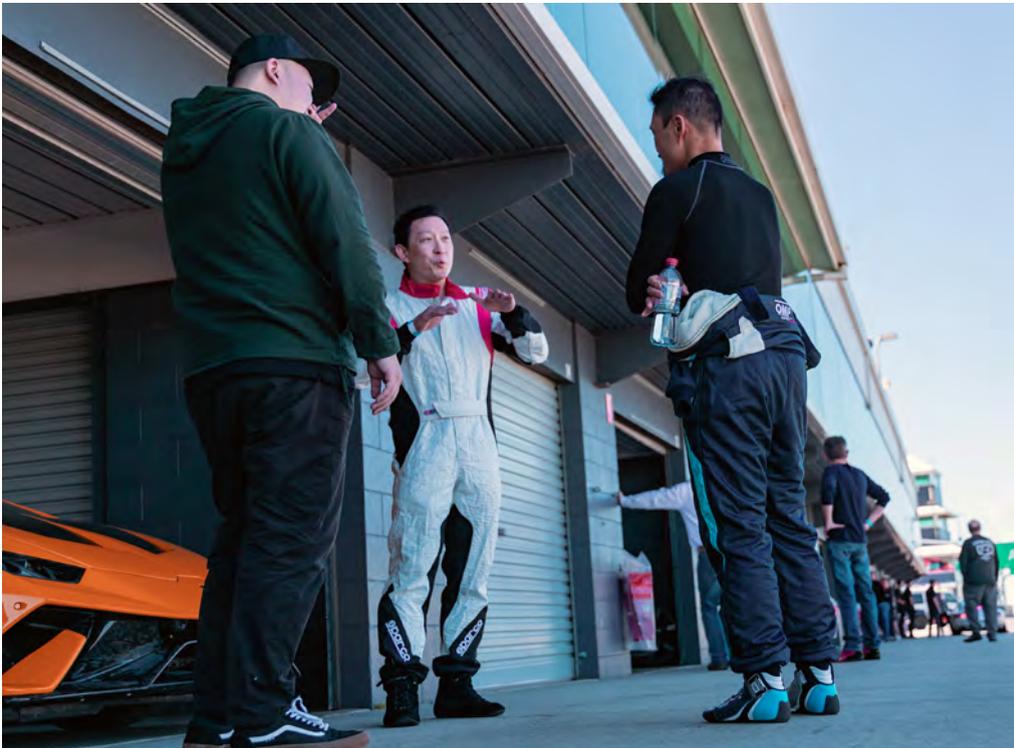
The main areas that drivers can get performance from car improvements could best be viewed in this order.

Brakes

- Performance quality fluid
- Braided lines to minimize any expansion
- Higher spec pads for performance driving

Note: These may require a similar high performance rotor material and can compromise road driving with noise and pedal feel at cold temperatures.

The brakes on any car driven on track are one of the biggest performance factors. It never matters how fast you arrive at a corner if you cannot control the slowing to get around the corner. Along with the stopping power, the confidence that your brakes give are the other major performance factor. If you're unsure of what you're going to get every time you push your brake pedal, then you'll never be able to get the best out of it lap after lap.



Tyres

- Good road use tyres.
 - All tyre brands make some very good all road performance road tyres that will give great grip and wear on track combined with good road manners and water dispersion for everyday use.
 - Example: Michelin Pilot Sport
- High performance road use tyres.
 - Most major tyre brands make some unbelievable performance road tyres. The technology of a modern tyre is amazing and the grip level available is almost on par with a dedicated track tyre.
 - Example: Michelin Pilot Sport Cup 2 (and Cup R), Pirelli Trofeo (and Trofeo R)
- Track specific (but still road legal) performance tyres.
 - These tyres are designed for track use as the focus. They are not slicks and usually have some grooves cut into them and although they're still road legal, they don't do a great job at dispersing water if it rains. They're usually a very soft compound (even the hardest of these are usually softer than standard road tyres) and require different use and care routines to get the best performance from them.
 - Example: Yokohama AO series

Now before you ask, "What pressures should I set my tyres at?" I want to make it clear that I'm not a tyre expert. In fact, almost nobody is, as there are so many variables that contribute to a tyre's performance. This includes previous use, ambient and track temperatures, vehicle weight, vehicle set up, driving style, circuit surface, etc. The best recommendation about pressures is a) ask your tyre dealer when you purchase them and let them know the activities that you will be doing, and b) ask other drivers in your group/club who have the same vehicle and tyre combination.

Harness belts

If your car can be fitted with racing harness belts, then we recommend fitting these. When fitted (and worn) correctly they will add safety and add performance. The performance comes from your integration with the vehicle, being belted in firmly and not 'sloshing' around at each corner trying to hold yourself up will allow you to feel the car's reactions better and use things like steering wheel and pedals to control the car and not support your body. The confidence that this gives is worth some performance as well as the ability for better car control.

Please note that there are some regulations that govern the fitment of harnesses to a road car, as well as their use on the roads (it is illegal), so please seek suitable professional advice from an experienced mechanic, or race car builder.

Suspension

There are some great suspension upgrades available for most common vehicle types. Refer to my first paragraph in this section about maximising what you've got first and then improving suspension. This will allow you to really feel the benefits of an upgraded suspension kit, as well as maximise the performance that it offers.

Exhaust

There are a LOT of exhaust kits available that claim to add power but mostly they simply add noise. Often, the gain in power is not to a level that outweighs possible problems that an exhaust package can create. Some exhaust notes can be nice and add excitement to your drive, I love the sound of a good exhaust, but it can send you foul of the noise limits at some tracks, and it can be a drone in everyday driving.

Engine Power

Everyone wants more power, and I will rarely complain about more power. One thing to consider about adding power is that it changes the balance of your vehicle and what I mean by this is that you may overpower your tyres; making the extra power something that you can't even take advantage of. We've also seen drivers who become very timid of the additional power and end up driving slower, as they're less confident.

Most vehicle manufacturers go through a huge amount of testing and development to sell you a car that has the best balance between power, grip, and weight to give you the best performance and enjoyment. They also develop the level of power to be balanced with the rest of the car's components. The common thing we see with cars that have more upgrades for more power is that they have more problems.

Once again, referring to one of the earlier statements in this article, are you maximising the power you have?

It's often more fun driving a slow car fast than driving a fast car slow!

Q.2: I've done heaps of track days but now want to race, what steps should I take?

This is one of the great things about performance driving. You can simply get out on track and enjoy the performance of your car, or you can continue to progress right up to higher levels of competition driving.

- Driver Training events
 - Enjoyment of your car's performance
 - Non-competitive, no door-to-door driving
 - Club Sprints
 - Challenge yourself to maximise the performance of your car
 - Competitive against yourself

- Regularity
 - Consistency is the name of the game
 - Can often be done in teams style events
 - Can be included in Targa style road rally events
- Targa style road rally
 - Stage driving on closed roads
 - Competitive and challenging, various categories and routes (including the world-famous Targa Tasmania)
- State Race
 - Competitive State level racing events
 - Variety of race categories
 - Race formats include practice sessions, qualifying and a variety of race lengths
- National Racing
 - A step up from State Level racing.
 - Various categories and levels of professionalism (and budget).

If you're looking to make the next steps towards more competitive motorsport above Club & Regularity events, then we can help. Evolve Driving is an accredited Motorsport Australia OLT (Observed Licence Test) assessor.

Q.3: How do I analyse my driving to identify the areas to improve performance?

This is an important part of developing your driving – understanding how to analyse what you're doing and how to focus on the next area to improve.

When coaching drivers, I ask them to assess the lap/s that they have completed and identify the area that would be the priority for improvement and the area that is working well and should be repeated. Commonly, the answers are well off the mark with drivers identifying a corner or technique that has little or no value to the next level of performance. This is not their fault, in fact that is why they hire me to coach them, to help close the gap between what they currently know and what they need to know.

Firstly, we need to review what resources a driver has to analyse their performance. Each driver has different tools available, some with basic lap time information, others with onboard video footage and others with full data acquisition systems. Sometimes we can review a driver's performance from watching trackside or where possible from in the car as a passenger.

Secondly, we need to identify how to best use the resources available. This is where an ability to know the most effective areas of improvement come in:

- Will the improvement come from improving your performance through a particular corner?

Or,

- Will your gains be made by improving a technique, especially a technique that could also provide benefits at other similar shaped corners on the track?

An example of this that most drivers may be able to relate to is at Sandown. Often drivers think they need to simply 'go faster' by say 10km/h over the hill at Turn 6, which is probably correct but at the speed and length of that corner the overall lap time gain may not be as great as going 3km/h faster through the Turn 2, 3 & 4 section of the track, as you're in this for a lot longer.

Alternatively, we can use an example of a technique improvement. If we focus on improving the way that the driver uses their brakes, they might find gains in several spots around the track, not just one corner – in fact this might give you gains at all other tracks too.

Q.4: What is the most common mistake that you see experienced drivers making?

There are a range of common mistakes that we see as driver coaches. It does depend on the driver's experience as to what those mistakes are but generally the list is dominated by braking - not enough, too much, too early, too late, etc!

Overdriving would be the next issue that we see, both in general terms as well as in more selected corner situations. Too many drivers think that they need to 'drive faster' to be faster, but this is not the case. Driving faster comes from driving fast at the right times, allowing the car to maintain balance and flow to maximize speed around a circuit. This balance is not just being on the throttle as often as you can, it's about being at 100% throttle for as long as you can and minimizing lateral load, so as much energy is pushing the car forward (not fighting sideways forces).

One of the other things I notice that impacts a driver's ability to grow and perform at higher levels is their budget. Now when talking budget in this context, it's not just referring to a financial budget. It's all encompassing and includes time, resources, and focus.

- Time: Ensure you allocate an adequate amount of time to develop your driving. This may include attending driver training days, practice events and video/simulator work prior to events.
- Resources: Aim to have the optimum resources for your needs. This could be your vehicle equipment, your data acquisition systems (video, lap timers, etc.) or your driver coach.
- Focus: When you go to an event you need to:
 - a) Have a plan of what you are aiming to achieve. Don't go to a test day and drive around in circles ingraining bad habits.

- b) Minimise non-driving/racing distractions, such as work phone calls. Don't turn up to a race event and be a businessman; be a racing driver.

Combined with the above points, is the mistake of drivers choosing not to seek professional driver coaching. This means they're likely to go through their driving life not knowing what they're doing well and what they could improve on.

Finally, a major hurdle that drivers create for themselves is an under-appreciation of the time that it will take to 'reprogram' habits/techniques/awareness to take their next performance step. This is often caused by the fact that to reprogram a mindset, a step back may be required before gaining the two steps forward of improvement. When drivers see a lap time slower than their previous PB when trying a new technique, they immediately think it hasn't worked, so revert to the previous technique. Reprogramming takes time and patience; you need to work deliberately at changing technique allowing yourself time to understand how the changes will work together with other components in providing the performance gains desired.

We're sure that you might have more questions beyond those mentioned above. As always, we enjoy helping you to continue your driver development so feel free to contact us directly or the club Motorsport team members to ask any other questions.

About Evolve Driving

At Evolve Driving our goal is to 'Evolve the Driver.' Whether it's to make you a safer driver or a faster driver, we are here to support you. We love all things driving and provide premium quality driving courses and events, including Performance Driving events, Defensive Road Safety programs, Corporate Drive Days and One-On-One Driver Coaching.

In a non-COVID interrupted year we conduct over 50 events at tracks across Australia, including the world-famous Mount Panorama Bathurst and iconic Phillip Island Circuits, Charity Drive Days, Tassie Tour, and off-track car/driving community social events.

We only employ the best instructors who share our passion for cars and driving. On our Performance Driving events, you'll get plenty of track time in small drive groups (so minimal on-track traffic) and professional instructors to give you the right guidance to safely enjoy the true performance of your car.



Tracking my online purchase

Written by Simon Flanagan

After running my daily F80 M3 in the super sprints for a couple of years, I decided it was time to get a more dedicated track car.

While the F80 is an awesome car, crammed with every electronic safety feature known to mankind, I did feel a bit vulnerable without a roll cage. I also felt I needed something more robust to stand up to the rigours of consistent track work.

After patiently watching the online auction sites for the best part of a year, finally my luck turned. A 2011 E92 M3, repairable write off hit the market.

A few clicks of the mouse later and this beautiful Laguna Seca blue beast was mine. Momentary buyer's remorse quickly gave way to a feeling of excitement and anticipation. What had I bought? Will it start? How bad is the damage?

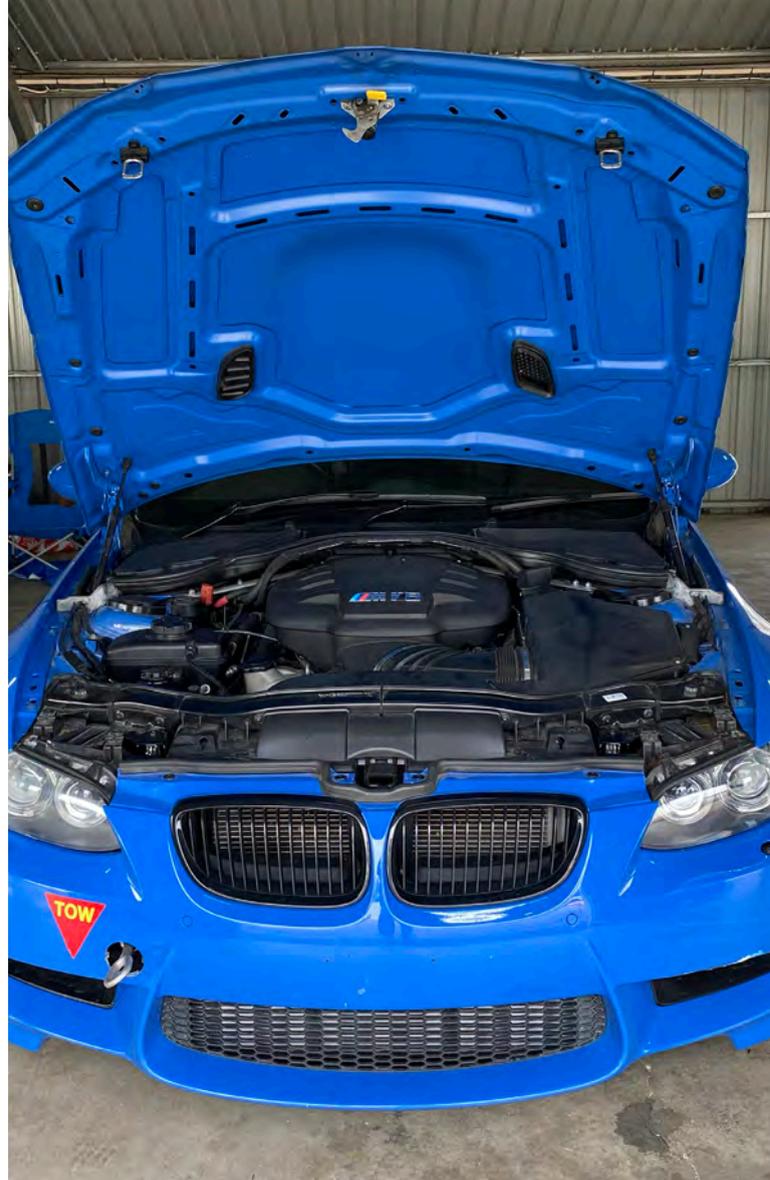
Buying site unseen during COVID times, certainly tests your metal. A few days later, I viewed the vehicle in person. The side impact on the driver's side was fairly significant; couple of airbags deployed but the rest of the vehicle was pretty good.

I charged the battery and nervously pressed the start button... The moment of truth - would it fire? You bet it did!

After being quickly educated on the growling cold start engine sounds, I felt a massive sense of relief. Still in a euphoric state, I had another good look around the car, all looks pretty good. I asked my partner, Melissa, who was in the driver's seat by now: How many km's on the clock? 35,000, she replies! I repeated back to her, 135,000, that's not too bad. No, she says, it's 35,000. She wears glasses, so I did what any man would do, I checked for myself. I couldn't believe it - only 35,000kms! Surely not. I started to think that this must have been someone's Sunday drive to church. Was this too good to be true? Surely, bad news was just around the corner.

The first thing I wanted to do before I started sinking more of my hard earned into this thing was to get it on a jig and see what damage was done to the chassis. Answer: Minor. Chassis was within the required tolerance levels! You beauty, I thought. Time now to get to work on the project of turning this beautiful example of the M3 into a more dedicated track car.

For those not familiar with the E92 M3, it comes with a stonking 4 litre naturally aspirated V8, known as the S65; that revs up to an amazing 8400 rpm. A great powerplant and chassis to work with.



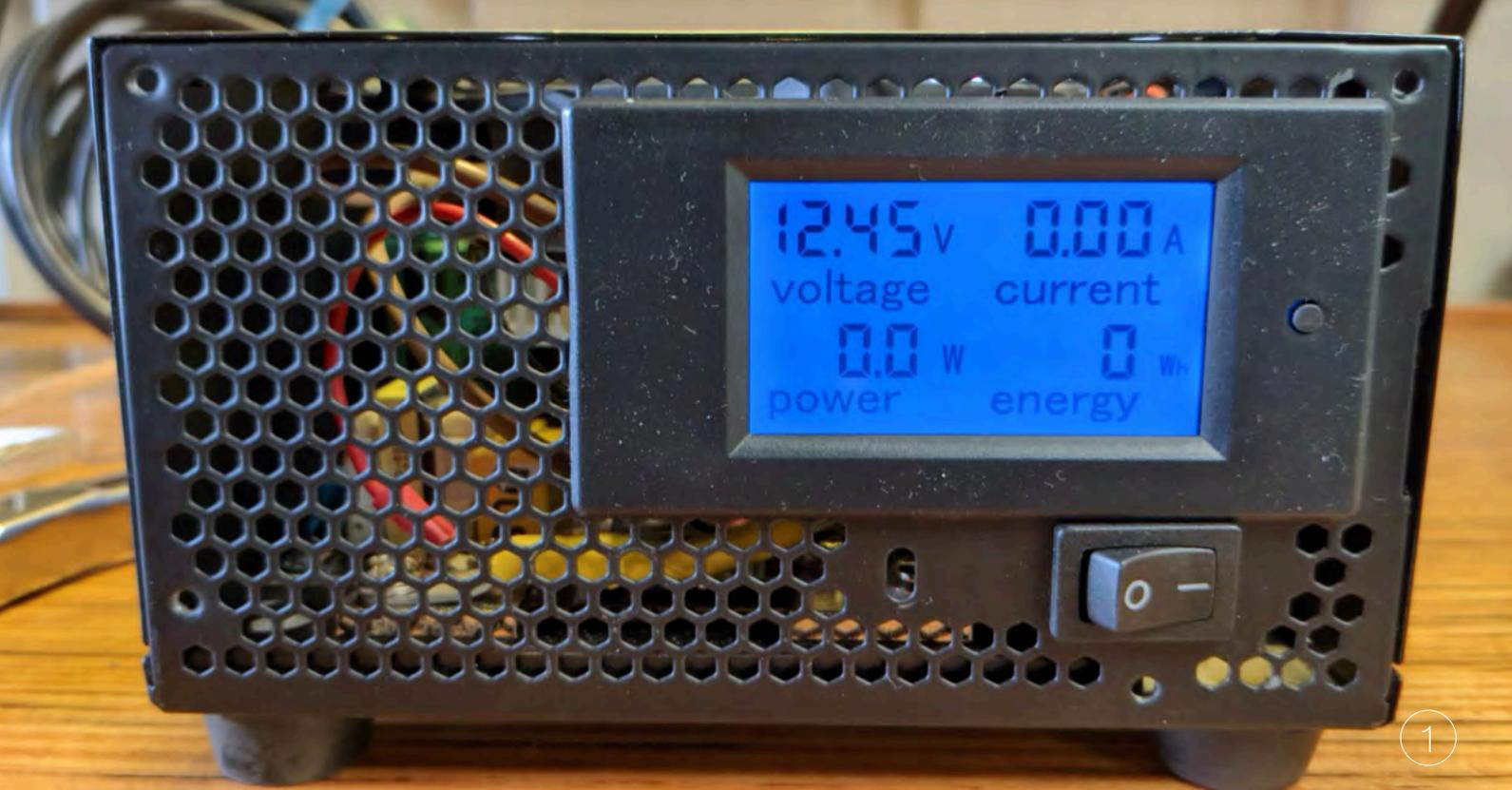
All fluids were changed, rod bearings replaced, engine mounts replaced, larger engine and transmission oil coolers fitted. I was on a roll and had caught the bug! Ordered the new KW 2 way coilovers, Stoptech 4 piston brakes, half cage, race seat, harness, a set of nice APEX wheels and some dedicated track tyres. I was loving this new project and then the invoices started rolling in! Surely I couldn't have spent all that! Rice and tuna for the next few months for me and a pause on the online shopping.

Panel repairs were done in 10 weeks; delayed by passenger side replacement panels turning up instead of the driver's side. The usual story. Panel beater blames the supplier, the supplier blames the panel beater. Despite that setback, I was really pleased with the quality of the repair; the car looked brand new when I got it back.

Supply chain issues meant I had plenty of time to remove most of the interior before the parts arrived. Cage turned up in five weeks and I managed to fit that myself. Rest of the goodies needed a more professional workforce and Mark and the team at BM Performance Centre were terrific throughout the process. The car has been set up well and looks a treat. Extremely happy with the end product.

Time to build was about 7 months, most of that was due to delays with the parts coming in. Would I do anything different? I don't think so. I had a good balance between the right amount of research and taking action. How does the car go on track now? I had the opportunity to do a few sprints before all the modifications were made and were very impressed with the stock E92. Not as quick as the F80; both in feel and on the stop watch but none the less it felt quite good. After the modifications is a different story. The car feels very different; quite firm in the suspension, little to no body roll and those new brakes - what an improvement! I feel like I have needed to learn how to drive the car all over again, as it's changed so much.

Now I'm one of the slower ones on track but my lap times have reduced, which is exciting for me as I don't need to look in the rear vision mirror as much now. I feel like I'm still nowhere near the limit of the car and I'm sure it will take some time to adjust but I'm very much looking forward to it. I can also drive the car hard for the full 20 minutes when we are out on track; something I felt uncomfortable doing with the stock F80. Bring on the Super Sprints!



Protecting the car battery when working with ignition

Many members will have used a battery charger while owning a BMW, they are a useful device when the battery ages, or the car is not used often, a few members may have used a “battery maintainer” for battery support when long intervals, with the ignition on, are required.

A battery maintainer is a regulated power supply connected across the battery to maintain the battery voltage at 12.8v, the nominal full charge battery voltage. The maintainer supplies the current to run the car systems without discharging the battery. I have seen these units in BMW showrooms, underneath the car, they supply battery power to the car so instruments and accessories can be played with by potential customers and tyre kickers.

Battery maintainers need to supply a minimum of 40 amps for car ignition applications such as reading fault codes and electrical fault finding, because of the current capability of these units, they are expensive, especially for occasional use, a 40 amp model costs about \$400, and the price increases with a higher current rated devices.

Occasionally I use “Carly” to check the OBD2 codes and reset values after an oil change, or other procedure requiring car ignition “on” for extended periods, I recently replaced my battery but with the old battery I had to be extra careful not to discharge it during these sessions, it only had a short time for supplying current for “ignition on” procedures.

I have had a few desktop PC's over the years and I kept the power supplies from some of them, most modern PC power supplies have high current 12 volt outputs to run graphic cards, I used the PC power supply 12 volt output to build a battery maintainer (Fig 1). Most later model power supplies have two 12v high current outputs, but they are connected to the same single 12v source on the printed circuit board inside the supply. I stripped out the unnecessary computer wiring and replaced it all with two heavy current wires from the 12v line (Fig 2). I added a digital volt/ammeter to the supply as well as a mains fuse and fixed mains lead, and old PC fan supplies the cooling for the supply.

The supply is rated at 40 amps total output current at 12.3 volts (Fig 3), the cooling fan is connected to the unused 5v line, it runs the fan at a reasonable speed and proved sufficient load to satisfy the power supply circuit and keep it running, as some PC supplies need to have this line loaded to work. There is a green wire within the supply that has to be connected to earth to allow the supply to start working, all other wires can be disconnected and removed.

The 12.3 volt output is not as high as a proper 12.8 volt maintainer but will stop the battery voltage falling to a low value that will compromise the car electrical systems, when the next engine start is required. The 12.45 volt shown in Figure 1 is the no load voltage, the loaded voltage is 12.3 volt.

The computer power supply output voltage can be



increased to 12.8 volt with circuit modifications, but I have not gone this extra step, at this stage.

Using this unit with the minimum modifications I have added, enables peace of mind when extended

periods of battery use is contemplated, it is an easy modification to carry out and gives me justification for keeping these old power supplies.

Questions to loans@bmwcarclubvic.com.au

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A great day for newbies at the 'Come and Try Day' at Phillip Island



Written by Darlene Fisher

1

I had a ball! Never been on a track before - just love driving my BMW 540i and my son had been encouraging me to do one of the days that introduce you to the track - to really get a feel for what the car can do and maybe if I'd like to get into more competition driving - even if only time trials. So I had all sorts of adrenalin rushing through my veins and woke way too early at 4am! but was ready to drive down from Melbourne - and find the track and see what would happen.

The event was well organised by MSCA and Bruce and Petrina Astbury were fabulous coordinators for the day. We started with a little instruction to help us know the basic rules and flags and then onto the track for the first session with our instructors. EVERYONE said how fabulous the instructors all were -so encouraging and professional. Then back into the classroom for more instruction and detail on the finer points of keeping the line - and then out for another longer session to explore more about our cars and the track.

After lunch we had the enormous fun of getting into our instructor's cars and being shown what an experienced driver can do - holy cow that was fast and we all returned to say "NOW I know what they mean by 'brake HARD!'" Huge fun - Then back for our final debrief and training session and then out for our solo drives. 'Exhilarating' doesn't cut it! - a huge high and fabulous experience.

Thanks to all involved in providing the experience and Sheryl Lumb from BMWCCV being there to support the new drivers from BMW, and for all the support at the track who helped make it a great day for us newbies. I'll be back for more - for sure!



2



3

1. Introductions at the first instruction class for the newbies
2. Helmet on
3. Awaiting call to the dummy grid
4. Darlene getting initial in-car instruction
5. Darlene on track with instructor
6. Darlene going solo

Images supplied by SD pics



4



5



6

Acknowledging our 'Come and Try' Support Crew

Written by Sheryl Lumb

Thanks to the MSCA, Volunteers, Instructors, the Victorian Government, Sponsors - and most importantly the male and female participants - who supported us at the 'Come and Try' day at Phillip Island on November 20 2021.

Both the **MSCA** and the **BMWCCV** received and gratefully acknowledge the grant funding from the Victorian Government to support this subsidised driver training event.

The MSCA ran a very professional, fun and informative day enjoyed by everyone – 83 newbies, 20 instructors and 40+ volunteers, flaggies and support crews.

BMWCCV subsidised male and female participants also received a showbag of items thanks to **Brighton BMW**, **NicePak** and the Club.



Brighton BMW have also donated a **1:18 MiniChamps model BMW racecar** and other prizes for the most improved new female and young male drivers in 2022.

Keep an eye on the BMWCCV events portal for **more grant subsidised events in 2022**.

Quotes

from very happy C&T participants

Hi David,

I had a fantastic time and am keen to enter as many events as possible hence I will use the subsidy for my entry for Sandown.

See you at Sandown. Regards,

Jos Smith

Hi David,

It was nice to meet you in person and all the members at the MSCA. Thank you for the great day, everyone was happy that went to the event.

Taking my old man for the first time made him keen to go out for the next fun track day event, he kept talking all day about it !

Thanks

David Baladyan

“What an amazing opportunity to learn advanced driving skills that can be equally applied to track and road driving” Thanks Peter Galtry

Hi David, Thanks again to you and Sheryl for all your help yesterday. Tom had a ball. Matt Draheim

What a great event. In my opinion the drive in the instructors car with the instructor at the wheel, was value enough of the entry cost to the day, Exhilarating! The well-run event, with class room, track, class-room format was perfect. As a novice, my knowledge and comfort levels increased at each stage. Lecturers, instructors and volunteers were always smiling, encouraging and friendly. Highly recommend this event to anyone.

Steve Linham

Overheard at a restaurant at Phillip Island with new (potential) members prior to the 'Come and Try' day

Driver one: I think I'll get a margherita

Driver two: Oh, I heard one of the instructors say it is an alcohol free weekend. Hang on, I'll ask.

Driver two: Its OK, you just have to be zero alcohol for track tomorrow.

Driver one: That's good coz I was gonna have my margherita pizza anyway.



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BMWCCV Trivia

Questions

1. What year did BMW decide to build an automobile production facility in the USA.
2. What year did the BMW board of management decide to buy the Rover Group in the UK, with plans to expand their range of models
3. What year did BMW take on full responsibility for Rolls-Royce Motor Cars
4. Where and what year was the BMW X5 unveiled to the world
5. What year was the new MINI was launched by the BMW Group
6. What is the horsepower of the BMW 740i model?
7. What is the brand name of the all-wheel-drive system created by BMW?
8. The BMW E30 3-series was available for sale during which period?
9. How many BMW M1 units were manufactured and distributed to the market?
10. The first assembly line of BWM outside Germany was located in which country?
11. What is the name of the first motorcycle produced by BMW?
12. What was the first automobile model manufactured by BMW?
13. The BMW 501 was the first post-war model manufactured by the company. What was its nickname by the public in Germany?
14. Which car model was credited with saving BMW from the financial difficulty after World War II?

Answers on page 36

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As an Accredited BMW Bodyshop, Zagame Autobody has successfully completed a BMW Global Standards audit, fully complying with all technical, training and equipment standards expected of BMW and our customers.

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This is Tahlia Nagy and her M2 competition. She did a Performance Drive Training day at PI on Monday 31st January and then came on the Beeac run with her M2 Competition

Member Moments



This is the Galea family - Johnny, Joanne, Isabella and Chloe made welcome by Max the groodle. They came along on a Club drive day and joined up afterwards.





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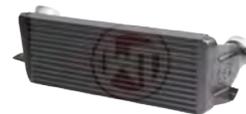


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E30 2022 Garagistic BMW Driver's Cup Standings After Round 1

Car #	Competitor	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Subtotal	C'ship Points	C'ship Position
		Sandown	Winton	Phillip Island	Sandown	Phillip Island	Phillip Island	TBC			
22	Alex Jory	25							25	25	1
27	Brian Bourke	22							22	22	2
24	Geoff Bowles	20							20	20	3
51	Simon Leach	18							18	18	4
7	Rory Plant	16							16	16	5
54	Paul Shiff	15							15	15	6
11	Dean Coutts	14							14	14	7
30	Jess Bell	13							13	13	8
50	Ashley Rogers	12							12	12	9
83	Stuart Clarke	11							11	11	10
31	Graeme Bell	11							11	11	10
55	Simon Shiff	10							10	10	12
19	Ryan Carter	9							9	9	13
23	Tristan Blaufelder	9							9	9	13
40	Rod Martin	8							8	8	15
57	Darryl O'Neill*	8							8	8	15
38	Jesse Bryan	7							7	7	17

* Production Class

2021 BMWCCV Club Motorsport

Championship Results

We were back on track again for Round 1 at Phillip Island after the Summer hiatus. The Island weather was kind to us and a great day was had by all.

Round 2 was at Sandown. The first session was a little bit slippery and after that the track stayed dry for the remainder of the day.

Next event is at Sandown on 2nd April 2022 and again we will be expecting another big contingent of BMs.

David Lumb-Motorsport /Driver Training

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

Competitor	Vehicle	Class	Phillip Island	Sandown	Sandown	Winton	The Bend	Winton	Phillip Island	Sandown	Totals
			12-2-22	6-3-22	2-4-22	1-5-22	12-6-22	21-8-22	18-9-22	23-10-22	
Clive Millham	E36 328i	C	10	10							20
Vaughan Rosier	Mini r53 John	D	10								10
Dev Raj	Z4 sDrive 30i	E	10								10
Glenn Maynard	E82 135i	F	10	10							20
Jeff Murdoch	E82 135i	F	9	9							18
Brian Easton	F87 M2 Comp	G	10	10							20
Tim O'Sullivan	E92 M3	G	9	9							18
Anthony Kamen	E90 M3	G	8								8
Robert Forte	E90 M3	G		8							8
Mathew Jones	F87 M2 Comp	H	10								10
Shane McKenzie	E46 M3	H		10							10
David Lumb	E30 325i Race	I	10								10
Mark Ferguson	Mini r53 Cooper S	I	9	8							17
Matthew Draheim	E30 325i Race	I		10							10
Simon Latimer	E36 328i Race	I		9							9
Peter Caretti	F87 M2 Comp	J	10								10
John Horton	E46 M3 Race	J	9	10							19
Jim West	E36 M3 Race	J	8								8
Ken Christie	E46 M3 Race	J	7	9							16
Simon Flanagan	E92 M3	J	6	8							14
Jon Chadwick	E82 135i	J		7							7
Nick Mavrikos	Porsche 911	L	10								10
Glyn Bosito	Nissan Skyline R33	L		10							10
Clive Massel	Alfa Guilia	L		9							9



Welcome to our new members as at March 2022

First name	Surname	Vehicle #1 Year	Vehicle #1 Details	Vehicle #2 Year	Vehicle #2 Details	Vehicle #3 Year	Vehicle #3 Details
Ebony	Acquah	2017	M2 Pure F87				
Alex	Anastasiou	2019	125 shadow edition	2011	M3 Frozen Edition		
Charlie	Apap	1996	E36 328i convertible				
Ruth & Chris	Argyle	2021	M3 G80 Competition				
Jon	Chadwick	2009	135i				
Edwin	Clark	1981	M3				
Alan	Conrau	2001	E46 330ci convertible cosmic black				
Heather & Greg	Curtain	1997	Z3 Roadster Blue 1.9 litre				
Thor & Joan	Essman	2019	M5 Competition	2021	M2 Competition		
Johnny & Joanne	Galea	2014	535i M				
Craig	Joseph	1997	e36 328i				
James	Lees	1990	E30 318is				
Stan & Larissa	Leong	1990	E30 318is				
Genghua	Lin	1990	535i	2010	320D		
Steven	Linham	2021	i30 N performance				
Iain & Roslyn	Macrae	1995	e36 318is 2dr coupe				
Ankur Malik & Ashish Siddam	Malik	2017	BMW M4 Competition	2018	BMW 440i Grancoupe		
John	Manning	2020	128ti				
Sam	Mantzis	2021	M4 Competition XDrive	2009	M3 Coupe	2010	X3 30D
James	Mckenzie	1996	523i				
Tahlia	Nagy	2021	M2 Competition				
Nick	Oude-Vrielink	2017	M2				
Dean	Robinson	2020	M2 Competition				
Andrew	Shaw	2021	M340i Xdrive				
Peter	Soukos	2021	X2 M35i				
Peter	Thompson	2005	318i	2005			
Tu Le	Truong	2021	X1				
Daniel	Turner	1986	525e				
Matt	Wallis	2019	Mineral Grey M140i				
Chris	Woods	2021	M2 competition	2021	X7 M50i		

Trivia Answers

- | | | |
|------------------------------|------------------|-------------------|
| 1. 1989 | 5. 2001 | 11. R32 |
| 2. 1994 | 6. 315HP | 12. BMW 3/15 |
| 3. 2002 | 7. X drive | 13. Baroque Angel |
| 4. Detroit Auto Show in 1999 | 8. 1982 to 1992 | 14. BMW 700 |
| | 9. 456 | |
| | 10. South Africa | |



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