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FRONT COVER:
BMW CLUB DISPLAY AT FEDERATION
SQUARE 24.06.12

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Try our website <http://www.bmwccv.com.au/forums> for more club information.

Membership of the BMW Car Club of Victoria Inc. is applicable for 12 months from receipt of application and includes one year's subscription to BMW Top Marque.

General Meetings are held at 7.30pm for 8.00pm on the first Monday of the month - refer to our forum for venue updates <http://www.bmwccv.com.au/forums>.

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BMW GROUP AWARDS

BMW Group again named the most Sustainable Automotive Company

*SAM Group presents SAM Sustainability Awards for the first time in Germany
BMW Group achieves Gold Class Status and is also named Sector Leader*

The BMW Group won two awards at yesterday's SAM Group Sustainability Awards ceremony. The company earned SAM Gold Class Status and was also named Sector Leader, the best result among all vehicle makers. SAM Group presented the SAM Sustainability Awards for the first time in Germany.

SAM Group, headquartered in Zurich, is a sustainability rating agency founded in 1995. SAM Group's Corporate Sustainability Assessments analyses over 2,000 listed companies every year.

At the awards ceremony in the Museum für Telekommunikation in Berlin, Michael Baldinger, CEO of SAM Group, paid tribute to the achievements of the BMW Group: "The BMW Group is a leader in terms of innovation management and has demonstrated a clear commitment to reducing negative environmental impact along the entire value chain." Harald Krüger, member of the Board of Management of BMW AG, was there to accept the awards: "For the BMW Group, long-term thinking and taking responsible action along the entire value chain are the basis for economic success. We are delighted to receive this recognition from SAM Group. It honours the efforts made every day by our 100,000 employees worldwide."

For the BMW Group, sustainability is an integral part of corporate strategy. As a first for the automotive industry, the BMW Group appointed an environmental protection officer in 1973. Since then, the company has systematically developed and consistently implemented its sustainability strategy.

The BMW Group's commitment to sustainability received several prestigious awards last year as well. For example, the company was named most sustainable auto company in the DowJones Sustainability Index for the seventh consecutive year. For the past 10 years in a row, the BMW Group has also been listed in the FTSE4Good index, one of the most important indices for companies focusing on sustainable management. 2011 also marks the year when the BMW Group came in first among all vehicle makers in the CDP Global 500 Ranking.

For further information go to www.bmwgroup.com/responsibility

BMW PRESS CLUB

PRESIDENTS REPORT

SCOTT MUIR

My how this year has flown by, it feels like only yesterday I was nominated to stand as president of the club. There have been many subtle changes made over the last 12 months and as a result we are starting to see some positive outcomes. Our member numbers are up & we are seeing a steadily increasing number of members participating in events.

Many of you will by now have seen the postcard flyers we have had made to help promote the club at public events etc, next time you attend something be sure to grab a couple to give to friends, family or perhaps you may just spot a driver in a nice looking BMW next to you at the lights. We are actively looking to increase our member numbers so that we can continue to build on giving better member benefits.

We have a new club trailer under construction, with built in bbq, storage for merchandise etc, this will enable us to be better outfitted for both social and Motorsport events.

I would like to thank the members that have gone out of their way to initiate events such as drive and dyno days. We have recently had a great monthly meeting held at BMW Body Shop Melbourne, as well as the much anticipated Founder Day dinner and our first display at Federation Square in many years. If you haven't been to an event this year we still have a few to come and they promise to be good ones. Our committee has determined that our core focus is to try to give back much more than the value of your membership fee and by attending an event or two, you will see what I mean!

We have managed to make some great progress this year and yet there is so much more to do. We look forward to the future with great anticipation of the things yet to come for the club and our members. We have been looking at doing some combined club events with fellow enthusiasts (of different Marqueses). These events promise to be interesting and definitely in the spirit of great motoring adventures.

We always encourage member input & participation, so if you have an idea for a social activity or a favorite drive let us know. Additionally if you have some interesting stories to tell or something of interest in your car collection we always need additional content for the magazine and monthly e-newsletter. Please get in touch with myself for events or Jenna for editorial.

Club registrations

Should you, a friend or family member have a little something older sitting around that doesn't get used that often, don't forget about the club registration program. This allows for limited use registration of vehicle 25yrs and older at a fraction of the full Vic Roads rego cost and usually you can save on insurance as well. The popularity of this program has been overwhelming and rightly so as it is truly an outstanding opportunity for collectors of the older cars (BMW or other make).

In summary we have great things happening with the club and it has been my honor to work with my fellow committee members, whom give up their time so freely without expectation of reward and continue to provide a great social community for fellow devotees of BMW motor cars.

Keep your eyes peeled for the upcoming launch of our new look website and drag yourself along to an event as posted in the calendar.

Sincerely,
Scott Muir,
President BMW Car Club of Victoria



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MEMBER PROFILE

MEGAN McCONNELL - 325C1 E46 BMW

This is my first BMW but sure wont be the last for our family. My husband, Anthony, bought my Coupe for me as a surprise, and I immediately fell in love with it.

The M Spec additions have certainly enhanced the look of the original stock standard 325C. Some of the additions have been, lowering, king springs, air pod, M3 Bar, M3 Steering Wheel, after market oversize M3 Rims - 265/30 19" on the rear and 245/35 19" on the front.

The instant comfort of my car makes it great for an all day cruse or just a quick trip to the shops, although sometimes feel the quick trips are not long enough, so I tend to take the long way home.

I am proud to say that she is one of the nicer looking cars of the road today and surely turns some heads, the feedback I get from on lookers is always positive and pleasing to hear.

I would really like the chance one day to be able to close off The Great Ocean Road, and open her up to see what she is truly capable to doing.

The are a couple of additions that are still yet to come, including but not limited to new side mirrors, and invisible car bar. I want to always ensure that she looks nice, so thanks to my husband and his great detailing she is always shiny and pretty.



BMW DESIGN UNDER NEW LEADERSHIP

Karim Habib will take over as Head of BMW Design on 01.06.2012. The 42-year-old Lebanon-born Canadian has been in charge of Exterior Design BMW Automobiles since March 2011. He joined the BMW Group design team in 1998 and, among other achievements, shaped the design of the current BMW 7 Series.

Following his studies in Canada and California, Karim Habib had various posts in interior and exterior design before becoming Team Leader Advanced Design for the BMW Group and later heading the BMW Exterior Design department. Now the designer and engineer takes overall charge of the design of BMW cars.

"I feel very honoured and I look forward to this new challenge. Now I have the opportunity of working together with a great team to shape the future face of the BMW brand," says Karim Habib.



"Karim Habib is an outstanding designer who has had a significant impact on the design of the BMW brand over many years. His longstanding experience and subtle instinct for timely elegance and dynamics are the ideal prerequisites for this demanding task. I look forward very much to his support and collaboration," says Adrian van Hooydonk, Senior Vice President BMW Group Design.

BMW PRESS CLUB

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BMW M635 CSI

We have been a family of BMW drivers since the mid seventies and have been big fans of the marque since then. For the most part, we have owned and driven five and seven series but we did come very close to buying a beautiful arctic blue 635 CSI in the mid eighties. The disappointment of narrowly missing out on that car was, I think, one of the reasons we sought to buy an M635 CSI some twenty years later.

We had been looking for a good example of Paul Bracq's classic E24 design. We knew there were only 524 M635 CSIs produced in right hand drive and that many Australian examples had been imported from the UK. Mindful of the car buyer's number one rule to buy the best example you can find, we were prepared to be patient and ended up searching for a good one for about three years. Legend has it that only two or three cars were originally delivered to Australia. We did find out that some 22 cars were initially bound for Australia but, because of import issues, they actually ended up in New Zealand. And so the search at one stage even continued across the Tasman where there are said to be some good, rust free examples remaining. We looked at many examples both here and in New Zealand but in the end, none fit the bill.



Then as luck would have it, this car was advertised for sale in Sydney in early 2008. We immediately booked a flight and went to take a look. As soon as we laid eyes on the car, we knew it was the one we'd been looking for. A 1988 M635 CSI in diamond schwarz metallic. Having travelled only 15,000 miles from new, the car was in near showroom condition. A genuine time capsule. Window seals, brightwork and duco were all in remarkable condition. The silver grey leather-clad highline interior was almost perfect. There was no discernable rust. The closest inspection revealed only the most minor of imperfections. A test drive would confirm our initial impressions.

The car has an interesting history. It was purchased new in the UK by John Trivett, a well known Australian car dealer who would travel to England on car buying trips. The car was kept garaged and used sparingly as Trivett's personal mode of transport. It made its way to Australia as his personal import in 1993. The car was left to the original owner's son on his passing. From there it was sold to the next careful owner who drove the car a mere 1,800 miles in six years of ownership. All of these circumstances account for the car's extremely low mileage and original condition.

The car is completely original, save for the wheels, stainless steel exhaust and radio. It was even delivered with the original "Exeter BMW" sticker in the rear windscreen (which I have since removed, but kept). It also came with an extensive history file.

Mechanically, the car is close to perfect. It has had some minor work during our ownership – it had a leaking diff seal replaced at one point and we had to replace the rubber boot around one of the front struts. Otherwise, regular servicing is all it has needed.

The car has just ticked over 20,000 miles and runs better than ever. It is such a joy to drive. Other than ABS, it has no electronic gadgetry so the driving experience is old-school and pure. It is a very comfortable cruiser and is equipped with all the options available on a luxury car of its time. As for performance, it's capable, but not all that fast by modern standards. However, anyone who knows these cars (or its E28 M5 stable mate) will know that there are very few things more pleasing to the ear than the wail of that glorious M88/3 engine on its way up to the redline.

There's obviously a balance between driving and enjoying the car on the one hand and keeping the mileage low on the other. And it's sometimes a difficult balance to get right, especially since it's so good to drive.

The car is a real head turner. It attracts many comments whenever it is taken out. We love bringing it to BMW events and showing it to other enthusiasts. People love to look at it and talk about it. There's something about the classic styling and original condition evokes peoples' sentimentality for an era when cars had real character. Sadly that no longer seems to be the case with cars these days.

The car has been a pleasure to own and drive and we look forward to enjoying it and showing it for many years to come.

James Chester



BMWCCV EVENTS - RACV SHOWCASE



HOW THE CLUB WAS FOUNDED

In 1978, I bought my first new car, a BMW 520i. At the time the 5 series was becoming quite popular, although the 2002 had already captured the interest of enthusiasts world wide. This was the 5 bearing/8 counterweight E12 Engine that had been the basis of many successful Formula 1 engines. BMW later showed that a similar 2 litre vehicle but with 6 cylinders produced less power and fuel economy.

Over the years I have made many improvements to this car using mostly BMW or Bosch components. The main ones being: a 5 Speed Gearbox, Electronic Ignition, Viscous Coupling Fan, Stainless Steel Muffler, Security System, Low Water Indicator, Aircon Idle Control, etc.

By 1979 there was a BMW Drivers Club in NSW, founded by John Comino and friends in Sydney. John had an immaculate 2002Tii and his group had made contact to clubs worldwide with little assistance from BMW Australia.

On becoming aware of the NSW club in early 1980, I wrote to John Comino and expressed my interest to which he quickly replied, advising that there were several members in Victoria who could be interested in forming a Victorian Chapter.

Shortly after, I received a letter from John Mahony an enthusiast of the Marque in Yallourn. John was from memory a Unit Controller and owned a 2500. He had communicated with NSW and obtained a list of potential Victorian members. He proposed that we all meet in Melbourne to consider the formation of a local club.

One night in the Winter of 1980, I cautiously went with my wife to the Salzburg Lodge Restaurant in Heidelberg and on seeing a gathering at one end, asked if anyone spoke BMW. The table of about 10 couples broke out in a welcoming cheer, and our celebration of German food, wine and cars went on into the late evening.

At that meeting it was decided to form a Victorian Chapter with Warren McGillivray President, myself as Vice President, John Mahony Secretary, Mick Carr Treasurer. We proposed a few outings for the future and fixed a membership fee of 20 dollars.

John Mahony proved to be a very dedicated supporter but Warren McGillivray a younger man with wide spread interests, found within 6 months he was unable to carry out the duties required. At that point I was voted as President and Murray Turner as Vice President. This situation continued until June 1982 when Murray was elected President and I became National Delegate.

By this time we were offered the support of BMW Australia Marketing Manager John MacDonald, and allowed to use the company offices in St Kilda Rd for business Meetings. Early tours were made to Yallourn Briquette plant, a Snow weekend at Bright/Mt Buffalo, and a National Meeting with NSW at Swan Hill, including a tour of the Folk Museum and barbeque lunch at Buller's winery.

John Mahony did a lot of work on forming a constitution which provided perpetual membership rights for founding members to vote at meetings. The purpose of this was to protect the club in the event of a dysfunctional or corrupt committee. John moved to Queensland a few years later, and then when meetings were held at the Light Car Club in Albert Park, Peter Oudman deserves a special mention for his contribution as President, and Ken Lee for his contribution as Treasurer and Tool Keeper.

In 1989-1990 BMW Australia became concerned about the infringement of their Logo copyright and BMW Clubs Australia was formed. This meant that the BMW Drivers Club and others worldwide were renamed with a new Logo in exchange for continuing and improved support from the Company.

My membership continued for 20 years until 1999, when Business and Family responsibilities became overbearing. Now in retirement I find the same BMW still a source of inspiration for an occasional drive, and the Club plates a good reason to join the group once more.

Happy Bee-Emming

**Leighton West,
Original Member No 4
Founding Vice President**

Top Marque 8



*Early Club Tour at Yallourn
Photographer at left Murray Turner
My family & car third from left*



Sunday Cruise and Poker Run through the Brisbane Ranges

Sunday 23rd September 2012

All Members, Family and Friends are invited to join us on a cruise to

Del Rios of Mt Anakie Winery

2290 Ballan Road, Anakie

Followed by afternoon tea at Moorabool Valley Chocolate

**Meet at the BP Service Station, Western Hwy, Rockbank, Ballarat bound
at 9:00am for a 9:30am departure.**

**As lunch for members at this event will be provided by the BMWCCV,
registrations must be received by Friday 14th September 2012
to Tony Whelan, Event Organiser secretary@bmwccv.com.au**

Drinks at own cost. Non-Member lunch cost at \$30.00/head.



Please Note: BMWCCV does not condone and will not tolerate unsafe driving or hooning of any type on this event.
Remember we will be travelling on public roads, please keep our image clean and keep within the road rules.
Our drive and tour events are not race days, they are for our driving pleasure and we want them to be enjoyed by all.

REGISTRATION FORM

send to GPO Box 1250, Melbourne 3001 or email to secretary@bmwccv.com.au

Brisbane Ranges Sunday Cruise and Poker Run

Sunday 23rd September 2012

NAMES of ATTENDEES _____ MEMBERSHIP No: _____

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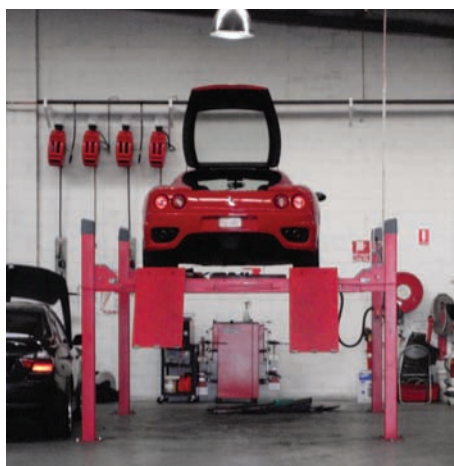
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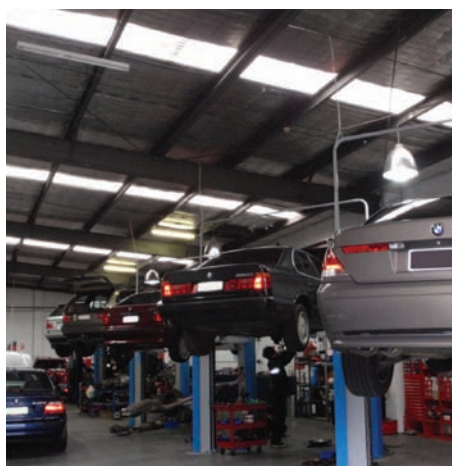
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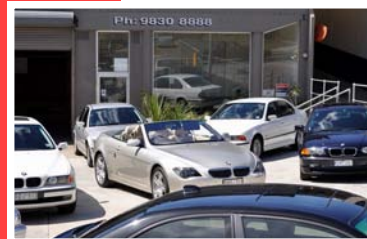
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BMW CAR CLUB VICTORIA INC.

Notice of 2012 Annual General Meeting

Dear Club Member,

I am pleased to advise that the 2012 Annual General Meeting of the BMW Car Club Victoria Inc. will be held at 8pm on Monday 3rd September 2012 at the Bentleigh RSL, 538 Centre Road, Bentleigh.

The agenda for the Annual General Meeting shall be:

1. Confirmation of Minutes of previous Annual General Meeting.
2. President's Report
3. Financial Report
4. Committee members' reports
5. Election of Committee (as per section 9 of the Constitution)
6. Election of Auditor
7. Notices of Motion
8. General Business

During the Annual General Meeting, an election will take place to appoint the President and Committee for the 2012-2013 year.

Only financial members as at Friday 31st August 2012 are eligible to vote.

If you are unable to attend the AGM, you may choose to nominate a proxy to vote on your behalf or send a postal vote, however these need to be lodged with the Secretary no less than 48 hours prior to the AGM.

I encourage you to attend the AGM and vote for the President and Committee of Management for the 2012-2013 year.

Kind Regards,

Tony Whelan,
Secretary/Public Officer.

MEMBERS Q&A

A GREAT BATTERY

I always have a bit of fun giving my friends a razz with respect to the benefits of German engineering and of course, when my beast did give me some grief (auto died in 2009), they got stuck into me at their first opportunity.

I had packed up my 97 E38 735iL to go to my daughters engagement party in West Wyalong NSW. Backed down the drive, gave it a quick wash and drove back up under the carport and parked. Grabbed a couple of other items, jumped in the car, turned the key and was greeted with a click from the started solenoid and that was it. Quick check, the battery was dead.

Just at that point the wife rolled up in her car from work (she was following up the next day), reloaded everything into hers, called the RACV and left her with it. 40 minutes later she called to say that the local RACV guy was amazed. He said I am now holding the new record for battery life. He mentioned that the existing record of 14 years but is now 15 years and 2 months, the build date of my E38.

When I purchased the car in 2006, I checked the battery and noted then that it was the original then got some prices on a replacement - shouldn't have done that as a nervous twinge then went over me - and thought I was on borrowed time, but alas, the Germans can make damn good batteries to go with their dam good cars.

Maybe someone else has had longer out of a battery; it would be nice to know.

Chris & Pam Heal
97 E38 735iL
cpheal@bigpond.com

BLUETOOTH HANDSETS

As most members are aware I have a 2003 325Ti. When purchased some 3 years ago it had an old Nokia (brick) fitted into the centre console. I took the phone and housing out as the phone was useless. All of the wiring and interface with the radio and steering wheel etc. is still in place.

I have recently purchased the latest Samsung 4G mobile with all the bells and whistles and would like to have it work in my car as a hands free. Does any member know whether there is a kit that can be installed into the original BMW phone kit system that can convert the "old brick" into a bluetooth system? I don't want a sun visor attachment - tried this but a genuine hands free unit that will interface with the BMW system.

Love to hear from anyone that has done this or knows how to.

Graeme & Wendy Eime
membership@bmwccv.com.au

WANTED

BMW 1970'S 525 - 528i
5 SERIES E12
MANUAL TRANSMISSION
CONDITION NOT VERY IMPORTANT PRICE NEGOTIABLE ON CONDITION
PLEASE CONTACT :- DOUG READ 0429-191-131

ANNUAL MEMBERSHIP FEES

Full 1-year Single Membership (BMW Owner)	\$75
Full 1-year Joint Membership (BMW Owner + 2nd person at same address)	\$85
Associate 1-year Single Membership (Non-BMW Owner)	\$75
Associate 1-year Joint Membership (Non-BMW Owner + 2nd person at same Address)	\$85



BMW Clubs Australia Nationals 2013



Easter Friday 29th March to Monday 1st April 2013

All Clubs Australia Members and Families are invited to join us at
Silverwater Resort, 17 Potters Hill Rd, San Remo, Phillip Island

- Friday Night Meet and Greet Cocktail Party around the pool at Silverwater Resort.
- Saturday Celebration of Excellence on the lawns overlooking the water at Silverwater Resort.
- Saturday night Dinner at the Nobbies Function Centre and viewing of the Penguin Parade.



- Sunday Motorsport Sprint Day at the Phillip Island Grand Prix Circuit.
- Sunday Touring Event through the rolling hills of South Gippsland.
- Sunday option is to have some "Pace Car Laps" around Phillip Island Grand Prix Circuit.



- Sunday Night Presentation Dinner to be held at the Silverwater Resort.
- Monday Stayer's Lunch at the Phillip Island Grand Prix Circuit Museum.
- Monday option is to race Go-Karts at the miniature Phillip Island Grand Prix Circuit.

Registration of Interest to nationals@bmwccv.com.au

REGISTRATION OF INTEREST FORM

send to GPO Box 1250, Melbourne 3001 or email to nationals@bmwccv.com.au

BMW Clubs Australia National Rally 2013

NAMES of ATTENDEES: _____ BMW CLUB: _____
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THE NEW BMW 7 SERIES

- New full-LED headlights, a prominent BMW kidney grille and a modified front apron define the unmistakable appearance of the new BMW 7 Series range.
- New to the cockpit are the multifunctional instrument display allowing the driver to select a variety of information and the central Control Display with 3D graphics. New Rear Seat Entertainment package.
- New and upgraded engine variants raise the bar in terms of output and efficiency. Eight-speed automatic transmission is fitted as standard. Fuel savings of up to 25 per cent are possible.
- Engine line-up ranges from a TwinPower Turbo diesel unit that holds the title of the world's most powerful straight-six diesel engine to the second generation BMW ActiveHybrid 7.
- Advanced features such as coasting mode, proactive hybrid technology and the Driving Experience Control switch with ECO PRO mode enhance both driving comfort and efficiency.
- Optimised chassis – with self-levelling air suspension at the rear axle – gives long-distance comfort a noticeable boost.
- New Connected Drive highlights: latest-generation Professional navigation system, BMW Night Vision + Dynamic Light Spot, anti-dazzle LED High-Beam Assistant, BMW Parking Assistant, Driver Assistant Plus, Active Protection.

The new BMW 7 Series is set to reinforce its position as the most innovative sedan in the luxury segment. The flagship model series of the BMW fleet embodies sporting elegance, refined powertrain technology and luxurious comfort in equal measure. And now, by making a clear step up in terms of product substance, the Sedan is set to underline its leadership. A line-up of either new or optimised drive systems, including the world's most powerful six-cylinder in-line diesel engine and the second-generation BMW ActiveHybrid 7, set new performance and efficiency benchmarks.

Interior: new leather seats, optimised noise levels, Rear Seat Entertainment package and sound system with extending centre speaker.

The driver and front passenger can relax into newly designed leather seats offering optimum lateral support and unbeatable long-distance comfort. The rear passengers, too, travel in luxury and are largely cocooned from outside noise. Individual seats are also available as an option for the rear and can be adapted to passengers' needs. And the optional Rear Seat Entertainment package with a new 9.2-inch flatscreen monitor ensures a refreshing diversion is always at hand over extended journeys. The new 1,200-watt Bang & Olufsen High End Surround Sound System delivers impeccable sound quality. Its 16 speakers include an illuminated centre speaker which retracts almost fully into the instrument panel.

Cockpit: selectable displays in black-panel technology and central Control Display with 3D graphics.

In the new BMW 7 Series, the multifunctional instrument display behind the steering wheel takes its cues from the driver's needs. Extended black-panel technology opens up a whole new range of display options through the 10.25-inch screen. The instruments are now presented using different colours and graphics depending on the driving mode selected, and provide situation-specific information such as status and function displays. The Control Display in the centre of the instrument panel has also benefited from visual and technical improvements and now uses high-resolution 3D graphics.

Powertrain and chassis: refined power, improved efficiency and enhanced ride comfort.

Alongside the flagship BMW 760i with its 12-cylinder powerplant and the entry-level engine in the BMW 730i (not available in all markets), customers can choose from the new six-cylinder in-line engine powering the BMW 740i and the revised V8 petrol engine earmarked for the BMW 750i. The six-cylinderdiesel engines in the BMW 730d and BMW 740d likewise offer drivers the combination of increased output and lower fuel consumption. Making its debut, meanwhile, is the new BMW 750d xDrive. Under its bonnet lies the new TwinPower Turbo six-cylinder diesel engine – the world's most powerful diesel engine of its kind. Rounding off the range is the second-generation BMW ActiveHybrid 7 with a new six-cylinder in-line engine and significantly reduced emissions.

BMW PRESS CLUB



BERNADETTE THE RARE BEAUTY

E12 The forgotten BMW

Written in 2007 for a independent car club and appeared on First Fives 2008 Website. Abstracts appear in Readers Rides Unique cars 2010. Abstracts appeared in Herald Sun Cars Guide 2011 interview with Marc Hinchfield

- Bernadette is a 1975 E12 528 BMW first of the five series;
- 528 double barrel carbureted 2.8 ltr 6cyl
- In those days it was wholly made at Stuttgart in Germany
- The E12 started life in SEPT 1972 as a 4 cylinder and replaced the 1500/200 series, known as the "new class of cars". (Came to AUST in 1974)
- The E12 was designed by French stylist Paul Bracq who joined BMW after leaving Mercedes... the E12 was directly and wholly aimed at the 280 Benz ("First of Fives")
- The 528 with it's more like a wedge shape body must have seemed refreshing and youthfully against the boxy Benz at that time.
- Styling Clues are the rear lights with chrome surrounds and the tan leatherette interior used extensively through the Mercedes Benz range

I saw Bernadette somewhat back in the early 90s, in stunning metallic brown with matching chrome, and her alloy shoes sparkling at the European car showroom at Port Melbourne Australia in the early nineties. My partner at the time told me not to touch her as she'd be too expensive to run. I did the opposite and I bought her anyway...I was looking for an old Benz or something European.

Had to be from the "old school " smell like leather, wood grain ,classic shape, stately looks, and of course the bonnet open the reverse to – how sensible –to conventional cars ... Bernadette filled the bill. With her long bonnet and short backside (like all good German sports car should be) I fell for her wedge shape so James and Bernadette was an item....My partner also loved her when I finally brought her home

Bernadette was my Sunday car ,as I always had a run a round car, but also would drive her on week days to clients We spent long weekend drives and picnics in the old girl she never missed a trick and always had a presence when parked.

She loves to eat the highways and feels at home traveling 140 KS but hates the cold until warm- like her owner .she tolerates stop start traffic...she loves a bit of a drink with her 1 ton frame a tough old bird at the best and worst of times. Bernadette was always reliable and never let me down.

In 2003 I came back from being OS for six months. Bernie was being look after by family members she was not excised. While driving merrily down the freeway with the music on and a bright sunny day, windows down. I heard a noise I look at the bonnet and saw steam coming from all directions I looked at the temp gauge to my shock the temperature was on boiling...Bernadette cough, splutter and chocked pulling over she died at 29 yo with the original motor and it still would have been going today.

It was a sad day as the mechanic driver told me the worst "you've cooked the engine" As I was traveling behind her I was watching her on the back of a truck in all of her classicness she still looked beautiful even in death.

Every body said well "it's too expensive to get fixed and she's old parts are hard" etc etc... The money I needed for her was a problem at the time as I just got back from OS.. so she stayed at my friends for some months.



BERNADETTE THE RARE BEAUTY

Everybody told me the same things "Get rid of her" even the mechanic told me it wasn't worth it , "You're wasting your money to completely redo the engine from the ground up" So I did it anyway!

I was happy to do it and never regretted it. Bernadette was always a reliable car in the past besides she is rare and no one has a car like her that alone was enough. WELL THEN the family said "What a good car," the mechanic said "What a good car and a brilliant motor" and sung her praises. ... he became a fan... and everybody said the car would it will last another 29yos Hmmm.

Somebody scratch her in Fitzroy, a trendy suburb of Melbourne, running a coin down all of her left hand panels it was 1 cm deep.. The only car in the street she was parked near hot sportier cars, Range rovers, but they wanted to damage the old girl...I also had the ash tray pinch and never been able to get a replacement as it was upholstered with chrome around the edges not in the country.. Parts are getting harder.

Bernadette is rarer each year often people would have a look at her and say nice old BM, or they don't make em like that any more to that extent. The past BMs ,MERCs are the true German classics how I expect a European car should be.... (Somewhat lost in recent years blending in this more of the same is best attitude)I have to agree I have no interest in the newer BMs and prefer other makes...It's OLD BMs for me and the second one is going to be a 2 door ...a rare one again- besides Bernadette needs a partner!

Model 1975 E12 528 double barrel carbureted
Colour : Siena Bronz
Interior: Champagne beige
Made: Germany Stuttgart
Mechanically sound
Only minor cosmetic details needs addressing

Extras

Pin stripping
Raised bonnet
Power aerial
Power steering
Air con
Alloy wheels
Disc Brakes
Independent suspension
Wood work on doors



The great thing about this model is nobody collecting it so it's becoming, (they're too busy after M2s), rarer and will eventually will be extinct And I'll have the only one left "PRICLESS"

James Heaney



BMWCCV EVENT - FED SQUARE DISPLAY



BMWCCV EVENT - FED SQUARE DISPLAY



MEMBER PROFILE

Sheer Luxury with a Z4

Bruce Rigby retired from owning a nursing home in Ballarat and decided it was time to spoil himself with a nice car. After decades of owning Holden's especially GTS, he decided to give a Z4 a try. This was after his mate purchased one, because he loved its sexy look.

After a test drive he purchased a blue 2006 Z4 a couple of years back. So when Kingsway invited him to the preview of the new Z4 in 2008 he ordered and bought the new one on the day. A black 2009 Z4. He loved it right away because of its sleekness and stylish look. It was sporty and looked better than the other Z4 he had. It took his eye right away. Especially after the test drive, it was like riding his Harley but with all the comforts.

The best part was ordering it straight from the factory in Germany. So it could be made to your own specifications. Choosing the interior colours, to your own choice and colour appeal. Red leather and wood grain panelling. It was like having a bespoke car made especially for you. Favourite thing about the car though is the heated seats and steering wheel. Lovely warm tush is great on a cold day. Sheer Luxury!

Options:

- Aluminium door slide sills that light up at night
- Front carbon fibre splitters
- Lexlvi Luxury alloy 20inch wheels US import front/back
- Under the bonnet bars to keep engine bay tight and better handling.
- Black kidney grills
- UV Shield plastic cover over the car
- Yokohama tyres

EVOLVE Technik Modifications:

Peter Fitzgerald and crew did all the engine modifications

- Custom Tune
- Short shift
- Quaife LSD
- 2 inch lowering kit
- Custom Turbo back exhaust
- Forged motor sporty BOVs
- Pressure release valve
- Larger oil cooler tailer made for car
- Helix stepped intercooler
- Gruppe M Carbon intake system
- Stabilizer bars front and rear
- Turbo's retuned & special modifications

Thanks to Peter's work the car now blows out to a magnificent 276 kwatts on the rear wheel. Evolve technik are a wonderful crew doing fantastic work and I would recommend them to anyone who loves high performance out of their cars. Peter and the team truly are experts at bring out the best performance from your BMW.

My favourite BMW is a M3 – 4.2litre as I just LOVE the sound of a V8, nothing beats it. Where would I like to drive if I could? Monte Carlo so exotic.

Bruce & Cathy Rigby



BMW FOUNDERS DAY DINNER

RACV Club



BMW FOUNDERS DAY DINNER



BMW FOUNDERS DAY DINNER



EXOTIC DRIVING EXPERIENCE AT THE LAS VEGAS SPEEDWAY

by Michael Warshall - warshall@nulab.com.au

About 4 months ago I was at a breakfast meeting where one of my friends who is a motor head like me, mentioned that he recently was in Las Vegas and drove some exotic cars on a raceway about 20 minutes outside of Vegas.

Last month my wife and I travelled to USA and Mexico on business and while in Las Vegas I decided to investigate this Exotic Driving Experience.

After Googling the site www.exoticsracing.com, I was totally blown away.

Located at the Las Vegas Motor Speedway, Exotics Racing school is the ultimate driving experience where you can stop dreaming and start driving!

Exotics Racing school offers a variety of cars for you to race. Choose from a

Ferrari, Lamborghini, Aston Martin, Porsche or Audi, then take it out for the drive of a lifetime on a real racetrack. Push the limits of the car's performance with one-on-one coaching from a professional instructor.

Prior to driving on the track, you'll be provided with detailed driving instruction in a classroom environment and ride along the discovery laps in a Porsche Cayenne GTS. Next, you'll meet your personal driving instructor who will sit in the passenger seat during your driving experience. The instructor ensures that you take full advantage of these powerful exotics while making sure you're safe. You'll learn proper driving position, steering techniques, proper racing lines, braking and acceleration with powerful cars and much more.

The beauty of this tour is that you don't have to know how to drive a manual transmission. All of the vehicles are paddle shift, so they can be driven in automatic.



The car choice was as follows: Ferrari F430 F1, Ferrari F430 Scuderia, Ferrari F458 Italia, Lamborghini Gallardo F550, Lamborghini Superleggera LP 570, Lamborghini Aventador LP700, Porsche Cayman r, Porsche 991 Carrera S, Porsche 997 Turbo S, Audi R8 V10, Aston Martin V8, Nissan GTR, Mercedes SLS AMG, Corvette Grand Sport.

So after looking at the cars available I decided to drive the Superleggera, the Ferrari 458 Italia and the Aventador.

GALLARDO SUPERLEGGERA



FERRARI 458 ITALIA



AVENTADOR



I booked myself in, told my wife what I did and she then said , What if you kill yourself. I just replied, what a way to go.

I then said to her, that I will need to have some proper photos taken so I can have them for this article and that she will have to come with me to do this. She

of course replied it will interfere with her shopping. But after being together for over 36 years, we worked out a compromise, took a taxi and proceeded to go to the track.

As we got closer, I could hear and see fighter jets overhead. The track is near the Ellis Air force base where they do training on the latest jets.

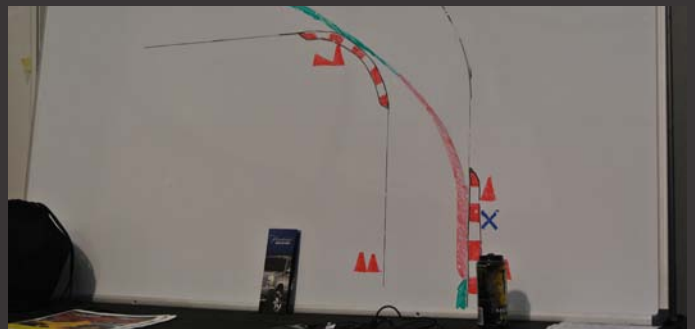
On arrival at the track I could see rows of exotic cars lined up, being polished and prepared for the day.

I decided to have a professional DVD done of the driving experience. Each car has 2 cameras, one on the driver and the other showing where you are driving.

Firstly we had a classroom style session with an instructor explaining the track and the usual things about turning, apex, speed, braking. After doing a number of track days here in Australia, I was used to the instructions. We then went to get fitted with a helmet and went out to the cars.

We got into a Porsche Cayenne and were taken around the track in groups of 4, so that we could get familiar with the way it was laid out.

First car I drove was the Gallardo Superleggera. As I currently have a Gallardo LP560, I was used to the car. After a few laps I got used to the track and proceeded to do 5 laps. I had an instructor in the car, who constantly gave me feedback on what to do and improve my driving skills. The all-wheel drive Superleggera handled well and stuck to the track.



The second car was the Ferrari 458 Italia. This is a stunning car and fun to drive. It handled exceptionally and the sound of the high pitched V8 was totally different to what I am used to hearing in my V10 Gallardo.

While going around the track there was a number of jet fighters overhead doing their manoeuvres?



Finally I got into the Aventador. What an awesome looking car. I flipped the red starter button cover, pressed the starter button and the V12 engine growled. What a sound. The car was a metallic green. The same colour as the car I just ordered. A metallic green, Gallardo Performante. You could not miss it.

On the first lap, I took it easy to get used to the large car and the awesome power it had.

Got to the straight and floored it. My head was pushed back as the car began to move at a very rapid speed. Before I knew it the corner was there. Braked hard and noticed the car tended to understeer. The instructor said be careful as this car understeers, give it gas. The car then easily went through the corner. As I was listening to the sweet sound of the engine, I noticed another sound that was nearly as good as the Aventador engine. I looked up and saw a number of fighter jets overhead doing their thing. What an experience. I wasn't sure at that stage what sounded better the Aventador or the jets.

After completing 5 laps in the Aventador, we went back to the class room, where we waited to get our DVD and the certificate of completion.

All i can say now is WOW. I am definitely going back next year. They will have a McLaren MP4-RC there by then. ■

BMW M5 F10 FROM SOUTHERNBM

The new F10 BMW M5 is an incredible machine but you don't need me to tell you. That being said, there are always compromises made in the factory release that allow us to add to the desirability of the vehicle by personalising it for you.

The Eibach Prokit Lowering Spring Set allows retention of all factory suspension electronics, while achieving lowering of the vehicle for a more aggressive, sportier stance. SouthernBM secured and fitted the first F10 M5 Prokit available in Australia, which resulted in lowering of the vehicle by 20mm at the front and 15mm at the rear. SouthernBM were very pleased with both the look and driveability of the M5 afterwards – the ride quality is not considerably firmer than standard, so the M5's outstanding comfort is maintained as well as its ability to come alive as the true supercar that it is.

To complement the new look, SouthernBM also replaced some external styling items on the M5. The stock rear diffuser (body colour), and side grills (chrome) were both replaced with gloss black items. Front grille (including night vision capability) and rear spoiler are next up for this car's styling modifications.

The next modifications planned for this M5 are custom wheels to complete the external changes, before moving on to performance tuning. An Akrapovic Evolution Titanium exhaust is on order, along with a Performance intake which will greatly complement our engine ECU tuning program for the M5.

You can keep up with the progress on this build by following the images and posts in our gallery: <http://southernbm.com.au/2011/09/gallery/?album=1&gallery=46> or by following us on Facebook <http://www.facebook.com/pages/SouthernBM/217279778528>



Andrew Brien
SouthernBM



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Craig McGrath	635csi	1986		
Robert Cooke	X5	2006		
Russ & Liz Shepherd	318ti E46	2002		
Barry Gorman	M coupe	1999		
Peter Baxevanis	3.0 csi	1973		
Elly & Stephem Shelley	120 coupe	2012		
Patrick Cage	M3 E46	2002	&	318i 1994
Judith Golding	2002	1975		
Alessandro Basso	Alfa Romeo	1977		
Brendan Petersen				
Laurie Weston	E36	1998		
Brent & Jeannette Ottley	318is	1990		
Colin Moore	323i	1985		
Benjamin Cattle	323i	1983		
Ivan Klepikov	330ci conv	2006		
Joash Fernando	E36 Me	1995		
Stuart Clarke	E60 530i	2005		
George Opoczynski	E30 325M sport	1986		
Steve Cozens and Wendy Clarke	1600-2 (2002)	1967	&	E30 318i coupe 1995
Mark Raos	318i	1998		
Dimitrios Dimopoulos	635csi	1989	&	635csi 1986
Stuart Esnouf	E34 540i	1996		
Gary Tyquin	M3 sedan	2012		
Nathan Lawrence	2002	1974		
Richard & Judith Giddings	320	1977		
Paul Iacono	E90	2011		
Vasil Metelovski				
Jordan Stoyanoff				
Trevor & Jenny Hoyle	323i	1985	&	330i 2003
Adam Thomson	3.0cs	1972	&	M535i 1986
Cassie Ould	2002	1975		
Wayne Lewis	M3 sedan	2012		
Alex Christou	1 series M coup			
Simon Wilkins	E36 318i	1997		
Bruce and Cathy Rigby	Z4 coupe	2009		
Andrew Ormes	320D	2010		
Tim Papadopoulos	E90 320im			
George & Vicky Konstantinidis	530d	2006	&	328ci 1999 & 323i 1985
Matthew Koncewicz	Mini clubman	1977		
Joseph La Rocca	Buick	1966		
Stephen Lewis	2002	1973		
Benjamin Blackmore	XR falcon	1967		
Michael Leslie	Ford XL cobra	1978		
James Heaney	E12 528	1975	&	318i Baur 1986
Robert Weigall & Frances Condon	528i	1983	&	M5 2003
Bert Keyser	330ci conv	2005	&	X5 xdrive 3.0d 2011 & 125i conv 2011
Megan & Anthony McConnell	325c	2002		

WELCOME TO ALL NEW MEMBERS

For all Membership enquiries please contact Wendy Eime at membership@bmwccv.com.au

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