

July 2017

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BMW Club

Queensland



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The Bimmer

The official voice of BMW Club Queensland



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The Bimmer

The official voice of BMW Club Queensland Inc.
A member of BMW Clubs Australia

BMW Club QLD Incorporated is a non-profit organisation that serves to forge a community between owners and enthusiasts of the BMW marque.

As a member of the BMW Clubs International Council, the club is one of nine representations in Australia that share a vision to unite BMW enthusiasts locally, nationally and globally.

This publication serves as a voice for news surrounding the club and the BMW marque, but is not a product of BMW Group.

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Readers are invited to contribute material or articles for *The Bimmer*. These may include stories about club events, holiday trips, members' cars, products, humorous anecdotes and the like.

Contributions may be edited for style, length or other reasons.

Contributions can be sent by email to:

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Cover: Cover contest winner - Kenny Kwan's E92 M3

Presidents Report

Ian Solomon

So, here we are! After 50 columns in *The Bimmer*, and 17 years leading BMW Club Queensland, this is it... my final report as President! It has been an honour and a privilege to lead the club over this period, and something that I will remember for the remainder of my life.

Yes, sometimes the road has been a little bumpy, but looking back now, the mind has a way of minimising issues, and only focussing on all the good stuff.

So, with your indulgence I'd like to mention a few of the great things this club has achieved during my tenure.

Way back in 2000, when I had just started my presidency, we formed our relationship with Brisbane BMW. At that time, the club boasted around 90 members. Thanks to Martin Roller, the Dealer Principle, this relationship still stands, and is stronger than ever.

In 2002 with the help of Treasurer, Leanne Tymms, we implemented internet banking with our Westpac accounts. The big advantage of this was that it mostly eliminated the need for cheques, and allowed us to countersign payments online, without the need to meet face to face - which was a great time-saver.

It was our turn to host the BMWCA Nationals in 2005, and along with BMW CGC, BMW MCQ and BMW MOCB we arranged a great event in Stanthorpe. Highlights of this were the great drives and rides around the area, and the fact that Dan Bowden brought along the Jim Richards 635csi to display.

The following year saw the introduction of our second specialist vehicle group, the E30 Register, under the stewardship of Howden Farrar. Early in 2007, 'Top Gear Live' came to Sydney, and with the Bathurst 12-hour reboot happening the following weekend, a new event was born. Pleasingly, this became an annual event, with BMWQC racking up its tenth trip to the mountain earlier this year.

In 2008, after being the first car club to drive on Lakeside since it was closed, we also took our annual Show of Excellence to the RACQ Motorfest for the first time.

With 50 cars on display, we took out the award for Best Club Display, and have returned every year since then.

A new website was set up in 2010 by club member, Karl Begg, along with integrated payment for membership and events via Paypal. The development of the integrated website and membership database has continued

Outgoing President (2000 – 2017)

through various platforms and webmasters, culminating in our current and very successful Wild Apricot platform.

At the end of 2011, we introduced the concept of a full-year calendar, where the events for the coming year were decided upon by the committee, and presented at the December club meeting. This proved very popular, enabling members to plan their favourite club events.

Following that, in 2012, RACQ asked us to promote Motorfest for them on Channel Seven's 'The Great South-East' television program, which gave our club fantastic exposure in Queensland.

Our *M* Register was set up in 2013, specifically to cater for members with genuine *M* cars. Our club receives around 20 new *M* Register members each year from a BMW GA club support scheme. 2016 saw the world-wide celebration of BMW's 100 years. Before arranging a specific display at Reddcliff Place for the Global Day, BMWQC displayed a record-breaking 100 BMWs at the RACQ Motorfest.

No club had ever had this many vehicles of one make on display before!

Stepping back a few years, we started an annual Charity Run. The first one, suggested by Denis Weisz, was in support of the 2011 Grantham flood victims, where we raised \$1100. Two years later, we ran a similar event to the North Coast in aid of RACQ Careflight, this time raising \$2000. In 2014, the run went North yet again, where we were able to present the Daniel Morcombe Foundation a cheque for \$2400. Following that we really raised the bar!

Rob Battle came up with the suggestion of combining an interclub regularity event at Lakeside with our charity fund-raising efforts. He suggested beyondblue as the recipient of our funds, and this struck a chord with not only our club, but many other car clubs as well. The inaugural 'Interclub Regularity in support of beyondblue' raised \$7200 in 2015. In 2016, we backed that up with an \$8000 fund-raising effort.

In April 2017, it was again our turn to host the BMWCA Nationals. This time it was held in Brisbane and arguably turned out to be one of the best Nationals ever, with over 230 people attending and a great program of events showcasing our great club and city.

Then came our 2017 charity event. Our inimitable club Captain, Dave Ross, kickstarted the fundraising with an epic trip to Everest Base Camp, challenging himself as never-before. Then with generous support

from QLD Raceways, we ran the Regularity event, and combining Dave's \$11,300 and the event's result of just short of \$14,000, we produced a total pool of almost \$26,000! For me (following my decision to step down as President at the 2017 AGM) this event provided the perfect opportunity to step back on a very high note.

I have to say that I've enjoyed every one of the 17 years I have been allowed to serve as President, and I really hope that I have done a good job.

Perhaps it is telling that in this entire time, there has never been a challenger for the position, although that could of course also mean that no one else wanted the job! When I first joined the club in 1991, I dreamt of seeing more than 50 BMWs at a club event. I am proud to have been part of a team that has brought that dream to reality.

So now some thank-you's are in order. I'm hoping I can remember everyone, but if I don't please forgive me.

First up, I'll mention the current team members who are retiring with me this year:

- Mel Blankenberg, for her tireless devotion to ensure we did things correctly, both legally and morally
- Mike Blankenberg, for working so hard on the membership database

- Scott Knack, for stepping-in to help with the Treasurer's job, and to my wife
- Robyn Bull, for elevating our club magazine to heights we never thought possible!

To the continuing and new committee members of Warwick, Dave, Mario, Denis, Kristian, Joe, Alex, Brian, Alessandro, Dan, Russell, Elwyn and Ado, I wish you all the best, and as promised I will continue to help in the coming years.

To the past committee members, I offer my heartfelt thanks for the support you have shown the club and me over the last 17 years. There are too many of you to mention, but you all know who you are.

Thanks also to you, the club members for your support. My goal has always been to lead the club in the direction it wanted to go. In that, I think I have succeeded.

Well, that's it. You'll probably be hearing from me at renewal time in my new role as Membership Officer, so I won't be completely forgotten.

Please give Warwick and the new team all your support and I'm sure I'll see you at a future event soon.



Club Information

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CLUB MEETINGS

6:30 for a 7pm start, 2nd Friday of the month
Our meetings are held alternately at
the following locations which are:

Brisbane BMW
800 Ann St cnr Bridge Street, Fortitude Valley
Westside BMW
275 Monier Road, Darra

COMMITTEE MEETINGS

6.30 for a 6:45pm start, 1st Friday
of every second month
Brisbane BMW Boardroom
800 Ann Street, Fortitude Valley

WEBSITE

www.bmwcq.com.au
Please check the website for the latest updates
and all event information. Events and membership
can be paid by credit card on the website.

SOCIAL MEDIA

Facebook group BMWClubQLD
Discussion list webmaster@bmwcq.com.au

Message from the Editors

Robyn Bull

Outgoing Editor / Publisher (2012 – 2017)

As this is the first edition of *The Bimmer* under our new Editors, Ado Dzeladinovic and Anand Patel, I would like to officially welcome them to the role, and sign off after five years at the keyboard!

I have to say it has been an absolute pleasure to team up with Mario and bring you the club magazine, on-time and on-track – if you'll pardon the pun, during this time.

While the editorial role poses some challenges, in terms of timelines and extracting the great stories

our members want to tell... but sometimes need a little nudging to produce, it has been an enjoyable and fun time bringing our magazine to fruition every four months during our partnership on the Editorial team.

I would also like to thank all our members who step-up and submit their contributions for *The Bimmer*, as this is what really makes our magazine stand-out each edition. Club members from across the country often comment about this, as well as the amazing array

and quality of photographs we are able to include in *The Bimmer*.

So, in closing I encourage each of you to tell your story soon – don't be shy... because remember, input equals output! Being part of your club magazine is a great way to contribute... and it's rather special to see your name as the published author of an article that will be read across Australia, and even in Germany!

Best regards always

Ado and Anand

As you may have gathered from Robyn's message above, there has been a change of guard at the Editorial team. Whilst we've lost Robyn, Mario remains an integral part of the team. We'd be lost without him (and the help from Ian and Robyn whilst we find our feet).

You may be thinking – who are these new guys? Well, we've been friends for years and both share a passion for BMWs. Anand's fervour was sparked from the late '90s Bond films, and the scarce opportunity to drive his parent's 2000 E46 318i as a youngster. That car is still in the family (along with a couple of newer F-series cars). He drives a Sapphire Black E46 330Ci, pampers it a little too much, and dreams of one day owning an F82 M4. Ado drives a Sparkling Graphite E92 335i (according to Anand, to one-up him). He chose it purely because it goes "brmm brmm" and his European background. Unfortunately, we haven't been able to get to many events but really enjoyed the Border Ranges run we managed to get to back in 2014.

You have probably noticed that things look a little different. We've taken this opportunity to put our own spin on *The Bimmer*.

Hopefully the consensus is that it's an improvement, but we do welcome your feedback and suggestions. You may see some further changes over the next few issues as we find our feet and streamline the process. We don't know how Robyn found the time to edit and lay out all of the content and there's two of us! If you are planning on submitting an article, please try and submit it to us by late September to help us get a grip on things

For this issue we held a competition via the club Facebook page for a new cover (as we will do occasionally in the future). It was difficult picking a winner as we had quite a few shortlisted. We saw a lot of marvellous photos but not all fit well on the front page. The next time you shoot a great photo, remember to take a portrait shot for us to increase your chances of having your photo featured on a cover (add a corresponding article for bonus points). We agonised over the cover until we finally decided on the E92 M3 submitted by Kenny Kwan, whose car may be familiar to some of you. Ado's wife literally made the choice after we couldn't keep quiet about cars and the magazine.

There are some great articles to look forward to in this issue.

- Julian Seeger introduces us to his new E36 Franken-car and a new motorsport in "From Total Loss to Khanacross" on page 7
- Regular readers will not be disappointed with Graham Miller's account of the Bathurst 12 Hour endurance race in "The Annual Pilgrimage" on page 8
- Have you ever wanted to know more about your car's manufacture and options? Ross Collins shows us how in "The making of a banner" on page 10
- Ken Fell explains what happened during the first service of his new F80 M3 in "My 2000km M Service" on page 16
- Doug Chapple takes us on "A Lap of Lakeside Park" on page 18
- Learn the secret behind Gary Schweikert's award winning E36 in "M3 Seat Leather Restoration" on page 20
- Dave Ross is back from the top of the world in the latest "Captain's Knock" on page 22

We hope you enjoy this edition.

Membership Report

Michael Blankenberg

As those who have attended a recent club meetings or the AGM would already know, I am stepping down as the club membership officer. It has certainly been an interesting and enjoyable couple of years on the committee but my personal priorities have changed and I no longer have the time to dedicate to the role.

Don't worry, I will leave you in the good hands of the highly talented and versatile Ian Solomon. As the current/outgoing club president of 17 years, Ian knows the membership role extremely well and I am sure we will have a seamless transition.

Two years ago, I kicked off my stint in the membership officer's role with a club survey. It seems only fitting to look back at the survey results to see if we have implemented the suggestions from our members.

Fix the club website. This was number 1 on the feedback list (by a country mile). The old website was being custom built by a club member; however, it was always a work in progress and never was completed. It suffered from major bugs and regular outages. We have since moved on and purchase a cloud based membership service. This substantially reduced the number of outages and added improved functionality such as recurring membership payments.

Offer occasional discounts for new memberships. It was identified that some categories of potential members (particularly younger people) might find the initial \$100 signup fee to be a stumbling block. Acting on the feedback, we have on several occasions offered discounts at specific targeted events such as the E30 tech days. The results have been positive and resulted in a fair few new members. I believe we might see more of this in the future.

Improve visibility of "country membership". This discounted membership option used to be rather hidden but is now publicly accessible from the normal signup page. It does still require administrator approval so that we can confirm the member lives more than 200km outside of Brisbane.

Improve engagement with other car clubs. An interclub liaison was appointed to facilitate this. We didn't see much from the role last year, but this year we have Elwyn Eggins stepping up. Hopefully he can breathe some fresh life back into this area.

Make club meetings more interesting. I'm not sure this will ever be fully achieved (it's a functional meeting after all) but several improvements have been made. One of which has been the inclusion of an occasional guest presenter to spice things up. We had a specialist at Westside BMW showcase the new 7 series shortly after its release. We've had race car drivers and a person who converts cars into electric vehicles. Suggestions for new guest speakers are always welcome.

All in all, I think things have improved. There will always be room for improvement, and I'm sure the new committee will take on the challenge.

In terms of membership numbers, we have had 37 new members join since the last magazine edition. This brings our current tally to 360. That number is slightly down from our last report which was 365, but is certainly within our normal operational range.

And with that I signoff for the last time as membership officer. I look forward to seeing you all at an event soon.

360 July 2017

365 February 2017

393 November 2016

350 July 2016

349 March 2016

361 November 2017

321 July 2015

322 March 2015

330 November 2014

322 June 2014

319 February 2014

314 October 2013

From Total Loss to Khanacross

Julian Seeger

Ok so the car is an E36 318i that I scored for a carton of VB. It had a blown engine and nothing really going for it. I had only planned to get it running as a paddock basher around our property.

I then thought about doing this motorsport that I had heard of called *Khanacross*.

If you have not heard of this you are not alone. It is a combination of different dirt track layouts that you have to memorize, you must start and stop in a "garage" of cones. Any cones hit on the course, driving a wrong direction, or failing to stop in a garage will all incur some sort of time penalty that is added to your time.

There are many classes from juniors to ladies with cars divided into engine capacity and if it is an AWD.



Requirements are basic for our events that are run under CAMS regulations. You need a sound safe vehicle, secure battery, driver's side window glass or net, in date fire extinguisher with a metal bracket bolted to the car within reach of the driver. No roll cage is required and you only need flame resistant clothing (can be short sleeve shirt and shorts) and an approved helmet. I do usually wear long clothing and also have a HANS and harness. The track layouts usually restricts our speeds to under 100 km/h. Children from 12 years of age can enter under the supervision of an adult passenger.

Back to the car, Karl Begg donated the M42 engine to me and as luck would have it the car was already a manual. I have fitted a small case 4.45:1 Limited-Slip Differential (LSD) to help with grip, hydraulic hand



brake for those nice tight turns, and used front and rear coilover shock absorbers set at their highest level with custom spacers between the shocks and the towers for additional lift. My old E30 exhaust fitted up underneath nicely. Karl also donated me some body panels along with a genuine Racing Dynamics front spoiler.

The interior was totally gutted along with anything that I would not require. The EWS immobiliser engine control unit (ECU) was a problem with the engine swap but Karl came to the rescue again with a non-EWS ECU. I have a 4-point harness and a dodgy used competition truck seat with a pillow under the cushion so that I can see over the dash. I sourced a set of used rally tyres to help with some control on the dirt. I needed to do something about how dodgy the car looked, even though they will usually get trashed, so I took some inspiration from the Jägermeister cars and gave it a quick shed respray. I have been competing for just over a year now and am having a blast and have taken on the role as the club Secretary along the way.

On a side note, trees do move if you hit them hard enough.



The Annual Pilgrimage

Graham Miller

Arriving at Bathurst Airport on the Thursday evening prior to the Big Race weekend, I was greeted by a most glorious sunset — red sky at night, BMW Driver's delight — which held a promise for what was a fantastic weekend.



It was great to arrive with the knowledge that the arrangements for accommodation, meals, transport, etc. had been expertly taken care of thanks to Denis Weisz's excellent organisational skills.

BMW Central in Keppel Street was humming on arrival, and it was fun to reacquaint with friends and acquaintances.

The major attraction for me going to that Bathurst weekend, was being able to enjoy a classic race event in the company of equally enthusiastic motor heads.

Ray Allsop's culinary skills are now legendary, rivalled only by those of Rob Battle. The two of them provided very tasty evening meals for up to 30 people who would descend on BMW Central, living up to their reputations.

Discussion between the spectators and participants was as exciting as the anticipation of what would happen in the days ahead.

On Friday morning, we woke up early to establish a position on the mound at McPhillamy Park, in the same place as last year. Denis had brought down three marquees from Brisbane along with banners, a BBQ and tables, chairs and eskies. We then descended the mountain to wander through the pits, look at some exotic race cars, talk with friends and other enthusiasts, and generally sniff out the



Bathurst 12 Hour February 2017

atmosphere of impending neural pleasure.

Simon, Pierz, Leon, Richard, Justin, Karl and others who were involved racing in the support categories gladly shared their expectations and concerns leading up to practise and qualifying in their respective categories. I also managed to catch up with other drivers competing, with whom I established friendships during my son Ashley's few years racing Production Sports Cars.

The drivers and pit crews participating in the main event were also very generous with their time, and it was easy to walk behind the garages and engage them in conversation.

The next morning, we followed the same routine but with added exhilaration of support class races. The excitement was building; we had a great view when Richard went rural (and was very lucky not to roll) right in front of us, cutting a deep furrow in the kitty litter in front of our position just before Skyline. We headed down the mountain again to check out his situation as well as kit-up on merchandise. It was also getting very busy in the pits, which prompted most of us to venture back up the hill to watch the racing. As the day wore on, Pierz puckered his clutch and Richard managed to rearrange the back of a Mini. This was the end of the weekend for both cars

The BMW Drivers in the GTS cars put in a great qualifying performance. Chaz Mostert, driving the Marc

Cars BMW M6 put himself on the front row after qualifying second, along with the Ferrari from Maranello Motorsport. The two BMW Team SRM M6s driven by Wittmann and Glock managed third and fifth respectively. A fitting end to an exciting day and a promise of an even better one tomorrow. We retired early, in anticipation of an exciting Sunday.

Sunday morning saw us rise at 4:00 AM to be up the mountain in time to witness the 5:30 AM start of the main race.

It was surprising to see so many people up the mountain at this hour.

There was something magical about seeing the cars emerge out of the dark, their lights blazing. This was preceded by the hair raising and blood chilling roar of the engines performing a symphony that put a smile on every spectator's dial. As the sun emerged over Skyline, the race was well underway as we all settled in to discuss the start, share experiences from the visits to the pits, and make wagers (which changed often as the day wore on). Denis did not disappoint on the breakfast front either!

The marques racing up the mountain included Aston Martin, Audi, Bentley, BMW, Lamborghini, Mercedes, McLaren, Nissan, and Porsche in the GT3 category. The GT4 and Invitational categories included cars such as Dodge Vipers, Ford Focuses (V8), Mazda3s (V8) and Ginettas.

With many Safety Car outings and the constantly changing fortunes of all drivers during the race, it was difficult for us to keep track of the running order of the cars. Interest piqued often when retirements and reasons for the yellow and red flags became apparent. Discussions centred on the outcome became more earnest as the race drew to a close and the commentators became more excited with the unfolding result.

At the finish, the winner was the Ferrari 488GT3 driven by Vilander, Lowndes and Wincup; second was the Bentley Continental GT3 driven by Kane, Smith and Jarvis; third the McLaren 650s GT3 driven

by Parente, Bell and Ledogar.

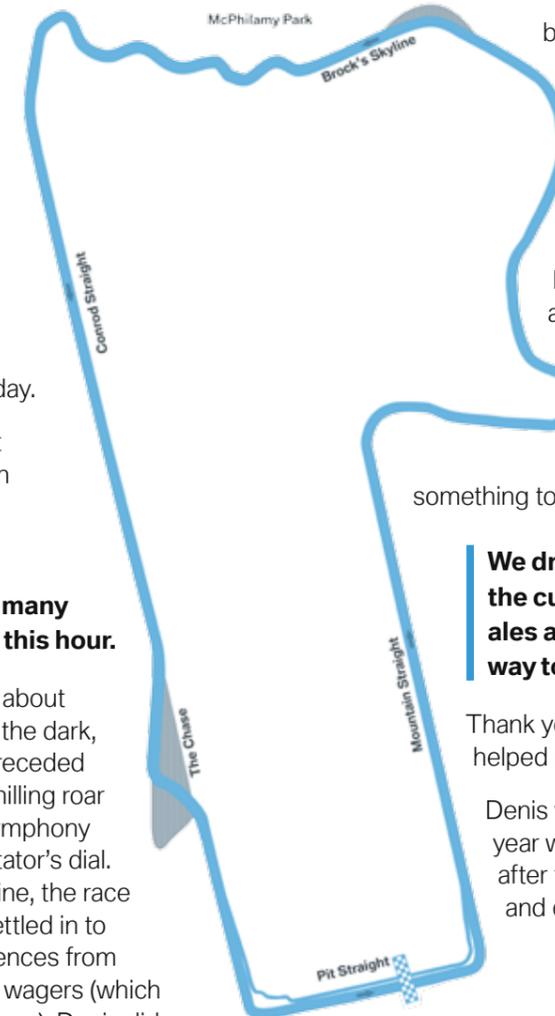
What happened to the BMWs? The Number 60 car driven by Winterbottom, Richard and Wittmann came in seventh, and Number 7 cars of Skaife, Ingall, Longhurst and Glock and Number 90 of Mostert, Twigg and Haber did not finish. They all did the Marque proud.

With the race over, we packed up in record time as everybody did something to make the job easier.

We drove down the mountain for the customary feed and a few ales at the Bathurst RSL. A great way to end a great weekend.

Thank you again Denis, and all those who helped put this weekend together.

Denis will be taking names soon for next year which will attract even more interest after the word spreads. Get in early and commit. It will be well worth it!



The making of a banner

Ross Collins

As anyone who exhibited at or visited our BMWCA Show of Excellence would know, I thought it would be a nice idea to display a banner along with "Ruby", my E46 M3 Convertible.

The banner generated much discussion from other club members and the visiting public. I was asked several questions on the source of the information and how it was all put together. This is how I compiled the information about my car.

Once you know your Vehicle Identification Number (VIN), much of the data can be sourced from a BMW VIN Decoder website such as bmwvin.com. That will list the standard equipment, optional equipment and any BMW Individual equipment that was originally ordered with your car. It works for all BMWs (as far as I know) and all you need is the last 7 digits of your VIN and to tell the site you're not a robot.

My banner also has some Production Data about the number of cars built in certain colours. For instance, there were only 13 E46 M3 RHD Convertibles made in Ruby Red Metallic II, which is exactly the sort of thing I find interesting.

This data can be found at m3portal.com for M3s. All you'll need here is your model series and colour. There's a link to an M5 portal as well. For other BMWs, I'd suggest emailing classic@bmwgroup.com. They handle all the archival requests for BMW International. For cars that are over 20 years old, they can also advise you on how to get a "Birth Certificate" showing the official provenance of your car.

History of ownership I inferred from my car's Service Manual and some of the other information was just found by trawling the web for the original sales brochures.

What do we know about "Ruby"?
- a 2003 E46 M3 Convertible



Ruby Red II Metallic is a BMW Individual Colour. There are only 13 RHD M3 Convertibles this colour in the world.

M3 Production	European Model				US Model	
	Cabrio	Coupe	Total	Cabrio	Coupe	
	LHD	RHD	LHD	RHD		
Phoenix Yellow	192	378	1376	1016	2962	202
Laguna Seca Blue	153	194	339	257	943	417
Ruby Red II Metallic	3	13	5	6	27	0

These are often posted in various web forums – it's best to search for forums for your model series. You may need to do a bit of German to English translation, but that's easy enough with Google Translate these days.

As for the photography work – a dawn session with our own Dean Duckmanton and his wonderful lighting kit took care of that and ProLab at Kelvin Grove did the printing. I put it all together in PowerPoint but honestly you could use whatever tool you want to make something similar. I reckon the result is pretty good and I'll be displaying the banner along with "Ruby" at future shows.



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<https://www.facebook.com/brisbaneeurospecialists/>

Interclub Regularity



On June 16, we held our third Regularity Fundraiser for *beyondblue*. This year, thanks to excellent support from Queensland Raceways, as well as many other sponsors and supporters we had a great start.

With 58 regularity entries, and help from Doug Chapple handing out fines left, right and centre, we raised a total of \$13,714.10 on the day, which when added to Dave Ross' *'Reach Beyond the Mountain'*

(page 22) total of \$11,625.90 gave us the incredible total of over \$26,000.

For those interested in the competition results, the day was won by our own BMWQC team of *'The Glorious 1ers'*, comprising Rick Catania, Kristian Steenstrup, Rodney Ladyman and Jonathon Tonuri with a total of 2567 points.

In second place was another BMWQC team, *'The German Mix'* comprising Dave Palmer, Scott Knack,

The Annual BMWQC Sommer Car Care Interclub Regularity for *beyondblue*

Ross Collins and Joe Seychell with 3740 points.

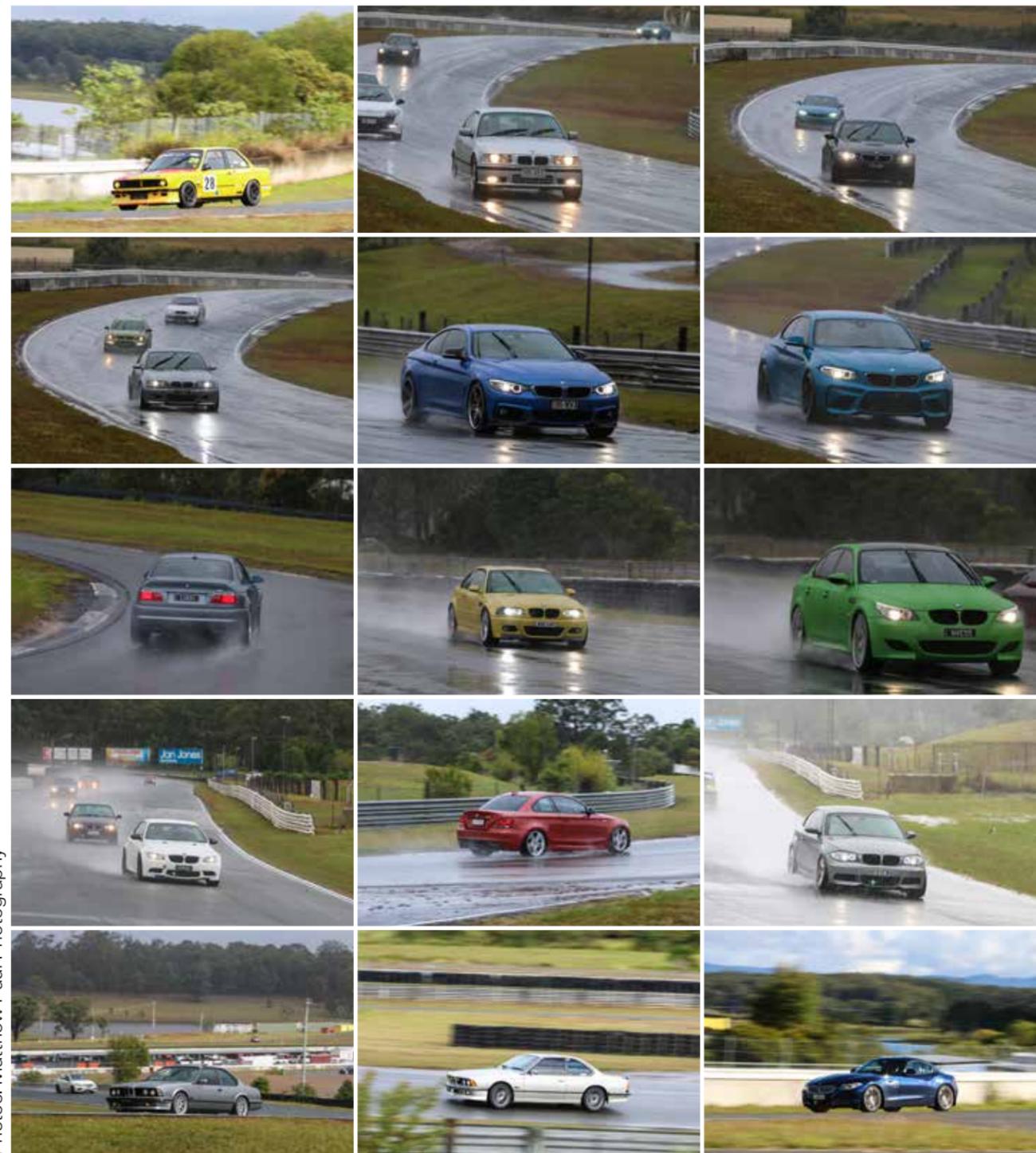
Taking out third place was the *'OM4L'* team made up of Adam D'Mellow, Nick Ilton, Scott Hall and Ben Davari with 6272 points. Adam and Scott are also BMWQC members.

The overall individual winner, with a total of just 290 points was Mark Collingwood from the MX5 Club team.

At the other end of the scale, the highest scoring

team (or the biggest losers) was the *'Triumph Tragic's'* with a total of 17226 points, and the highest scoring individual was our own Alessandro Vosolo with a whopping score of 5408.

It wasn't about the scores though, it was about the fun had during the day, and about the money we raised for *beyondblue*. Because of those factors, the day was a huge success.



Photos: Matthew Paul Photography

AUGUST

Friday 11th
BMWCC Club Meeting

Sunday 13th
Social Sunday - Cars and Coffee

Thursday 17th
BMWCC E30 Register @ the drags

Saturday 19th
ICC Track Day @ Norwell

Sunday 27th
Brekky Run #31
Short Course Sprint @ Lakeside

SEPTEMBER

Friday 8th
BMWCC Club Meeting

Saturday 9th
BMWCC Gala Ball - Awards Night

Sunday 10th
Social Sunday - Cars and Coffee

Friday 15th
Track Day @ Lakeside

Saturday 16th
BES Tech Day

Sunday 24th
BMWCC Classics Day Run

Saturday 30th
ICC Hill-climb

OCTOBER

Saturday 7th
Regularity Lakeside

Friday 13th
BMWCC Club Meeting

Saturday 14th
BMWCC E30 Register - Meet & Cruise

Sunday 15th
Social Sunday - Cars & Coffee

Saturday 21st
Skidpan @ Mt Cotton

Sunday 22nd
Lunch Cruise #10

Saturday 28th
BMWCC Classics Tech Day

Sunday 29th
ICC Track Day @ Norwell

NOVEMBER

Friday 10th
BMWCC Club Meeting

Sunday 12th
Social Sunday - Cars & Coffee

QR-ICC Khanacross
Night Ride #20

Saturday 25th
Christmas Party



Photo: Kenny Kwan

My 2000km M Service

Ken Fell

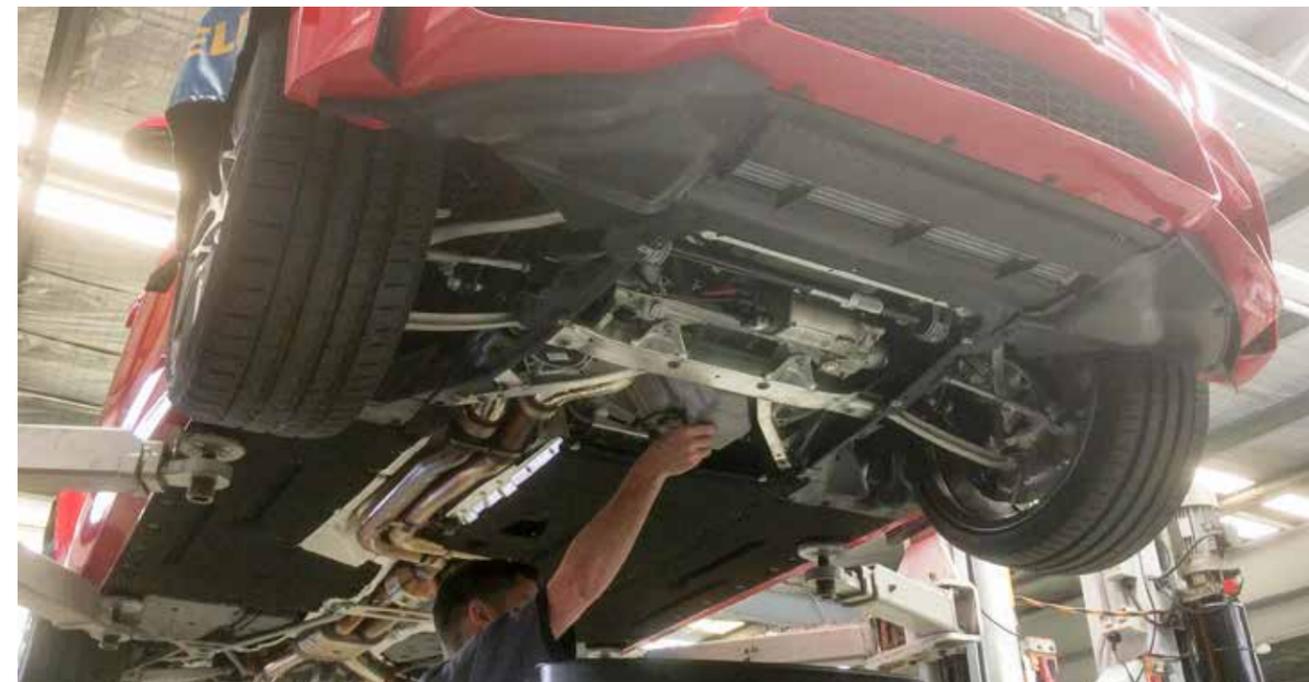
It was mid-November 2016 when I picked up my long-awaited M3 order. It arrived at a time when I was busy with other things and left little time to drive the new vehicle. After a number of local trips to have a dash camera fitted, the car sat faithfully in the garage waiting to be driven. It has not even seen a wet road yet.

Finally, after a trip out to Warwick, the vehicle had enough kilometres to be booked in for its running-in service — six months after it was delivered.

It was explained to me that all M vehicles have what BMW calls a 'Running-in service' prior to having a first service. The running-in service for an M vehicle is only at 2000 kms because a number of high-tech components will be run-in by then.

The vehicle was purchased from Brisbane BMW and an appointment was made there for its service using their '90 minute fast-lane prioritised service'. I have always been intrigued about what is going to happen on one of these services.

It had been stressed to me by the sales team and others since buying the car that the 2000km service is critical. As far as I know it would be just changing the engine and differential oils. This was my chance to find out what happens after being offered the opportunity to be present during the service. Prior to my arrival, the car had already autonomously contacted BMW via the Connected Drive system to alert them that a service was due and the parts needed. On arrival, the driver's seat was covered to protect the upholstery and the car checked for damage.



What happened?

I was met by Matt Cotterill, the Service Manager who explained the safety rules in the workshop. He introduced me to the Workshop Foreman and the Master Technician who would be performing the service. The electronic key was inserted into a key reader at the service desk and this read the vehicle data into their computer system to setup the service record.

Next, the car was driven into the workshop area in between a two (2) post car hoist. This workshop area is remarkably clean with painted floors and excellent lighting. It was clear that it was well setup for looking after prestige vehicles with specialised BMW tools and time-saving fluid dispensers for oil, water and air. Before being raised, the oil filter cap was loosened and the oil filler cap removed to allow the engine oil to fully drain when the drain plug was removed.

The car was then raised. Under the car is an aerodynamic plate covering the whole motor compartment. Behind the engine plate is another that covers the transmission. Though there is a hole at the back of the engine plate that gives access to the drain plug, both of the plates were removed to check for oil leaks and to ensure that all bolts were tight. The plug was removed and the engine oil began draining out.

With the car on the hoist, both the drain and filler plugs for the computer controlled differential were removed in order for the differential oil to drain. The differential looks like an air-cooled motorcycle engine with its large cooling fins protruding downwards. On a recent BMW Experience day, I spoke with a German engineer who had

been sent by BMW head office to observe what happens in the Australian-run driver experience courses. He was involved in the development of the F80 M3. He said that the most important item in the 2000 km service was to replace the differential oil as the power being transmitted was great and the tolerances in the differential were so fine. Typically, there would be some metal debris that must be removed that is created as the gears wear in during the running-in period. I inspected the oil using a magnet and a plastic container. There was a small amount of microscopic metal debris suspended within, proving the point.

While waiting for all the oils to fully drain, a full under-body inspection was carried out of all the mechanical components including exhaust, suspension, steering, wheels and tyre condition and pressures. The drain plugs were then inserted. The seal washers for the differential are incorporated with the actual plug so the whole plug must be replaced instead of just deformable washers. The differential oil was replaced with one (1) litre of BMW 75W140 grade oil. The under-body plates were replaced. The hoist was lowered, a new motor oil filter inserted and 6.5 litres of Shell fully synthetic SAE 0W40 grade oil put in. A torque wrench was used on all bolts to ensure they were tightened to the right tension. A cover was removed under the bonnet on the driver's side to reveal the brake fluid reservoir. This was checked along with all other fluids.

Next a cable was connected to the OBDII (On Board Diagnostics) plug in the vehicle drivers side kick panel so that the on-board computers could be queried for any faults. OBD connection plugs have been standardised across all new vehicles sold in Australia. BMW have their own sophisticated software. Integrated Service Technical Application (ISTA) is the factory BMW diagnostics software that connects to all the systems and modules on BMW cars, not just the engine like generic scanners. It reads all BMW trouble codes and gives live diagnostics and data and has Graphical

User Interface (GUI) pages and test functions.

This model M3 has Launch Control which enables the vehicle to take off with full power, the equivalent to quickly letting out the clutch with full engine RPM. This feature can only be enabled by the dealer at the 2000km service. To do this, the service has to be completed and the ISTA computer needs to be reset, not just using



the ESH (Electronic Service History) reset. The details of the service performed could now be accessed by the iDrive control and show on the car's computer screen.

After everything had been checked, the car was road tested by the foreman. The vehicle was then sent to be washed and detailed, a service that is done to all vehicles before they are

returned to their owners. The car was now ready to use in the upcoming BMW CQ events. Not only was the launch control activated but the computer was also reset for extra engine power and full access to other high-performance features.

Being present for the service was most interesting and informative. I was impressed by the professionalism and knowledge of the staff involved in the service. I would like to thank Brisbane BMW for allowing me to be present during the service and answering so many of my questions.



A Lap of Lakeside Park

Doug Chapple



A good lap of Lakeside Park starts in the paddock where a driver needs to address the fact that Lakeside Park is a historic venue and as such does not incorporate the latest in track technology.

Simply, Lakeside Park is not a “ten-tenths” circuit for the uninitiated, and a safety margin always needs to be factored into a lap by a driver.

The 2.6 km of track that is Lakeside Park has it all; a very high average lap speed, very fast, fast and slow corners, corners with camber changes, blind crests and changes in elevation. You name it, Lakeside Park has it! Get it right and it's as rewarding as it gets. However, get it wrong and you can pay a very high price indeed.

Lakeside Park rewards drivers that apply a smooth flowing style. The lap record stands at just over 46 seconds.

On to a lap of Lakeside Park:

Turn 1 is known as **The Kink** and is a very high-speed bend in the main straight. It is important to approach from the very right-hand edge of the track, turning in from as wide and as late as possible aiming for a slightly late apex to eliminate running wide on exit, the consequences of which are not worth thinking about given the speed at this point!

Getting the apex right will see you exit slightly right of centre leaving less distance to track back to the very left edge for the approach to turn 2 known as the **Karrassel**. Brake late and hard from a very high-speed approach and it's back to third gear for the turn-in. The Karrassel is a double apex corner that has another dimension to deal with in that the second half of the corner is heavily off camber. Get the turn-in, and therefore the first apex right, and you will run to the second without difficulty, however careful progressive throttle application is essential. Too much throttle too quick and you will be inviting trouble, as it is critical

that you get to the second apex or you will run wide on exit and for that, again there will be consequences!

The run out of the Karousel is uphill to a blind crest and you need to stay left edge all the way up, pulling fourth gear at the top or just over the crest, then continuing to hold the left edge until you get to a point where the **Bus Stop** nearly rejoins the track and the grass is less than a metre between the two surfaces. From this point, the bus stop goes away and returns to rejoin the main track at a later point. The bus stop is a departure from the main track only used by bikes at Lakeside Park to reduce speeds under the bridge and accidents resulting, please refer to the track map.

From this point, the apex for **Turn 3** is around 20 metres before the bridge and, if you're on the pace, you grab fifth gear around this point. From that apex and under the bridge, you aim for the left edge at the second of the two blind crests at Lakeside Park and then aim for the 40cm track light on the Armco barrier on the right-hand side of the track before Hungry corner.

At that point, you get the car straight and it is hard on the brakes for **Hungry** corner and back to third gear. Note that this corner is another one where the track falls away in the second half - similar to the Karousel. This will throw you wide on exit and into trouble if you do not get to the apex. Turn in and aim for an apex about 2/3 along the coloured kerb, which will then see you exit right of centre on the run up to **Eastern Loop**.

At turn-in to Eastern Loop, stay just right of centre to the very top of the hill and, at that point, turn to the late apex at the mid point of the coloured kerb. Then it's out to the left edge and full throttle down the hill. Pay particular attention not to run wide on exit as there is a 50mm to 75mm drop off that you will have to deal with - again the consequences can be severe. If maximum revs are not achieved in third on the run down the hill, short shift into fourth for **Turn 6** and the run on to the main straight.

Note: Pit entry is on the right, half way down the hill out of Eastern Loop, so stay right on exit should you be heading into the pits.

Coming on to the main straight through Turn 6, ensure that you get the apex right in the middle of the coloured kerb, because an early turn-in comes with dire consequences.

Then it's away we go down the straight, moving across to the right edge as we go. Ensure that you **do not cross the double white lines** with orange cones separating the pit exit from the race track proper.

Across the start finish line and that completes a lap of Lakeside Park.

Remember that a driver's use of rear vision mirrors is absolutely critical at Lakeside Park. The blind crests and elevation changes mean a faster car can sneak up on you and catch you unawares, so make sure you pay particular attention to this very important safety issue during each and every lap.

Please note that this piece is put forward for information purposes and is non-specific for any vehicle / driver. It is a requirement that drivers make their own assessment of the Lakeside Park track bearing in mind their ability and the characteristics of their particular vehicle and vehicle set up.



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M3 Seat Leather Restoration

Gary Schweikert

Restoring the Vader seats on an E36 M3

I first purchased my M3 when I lived in Sydney in 1999. It was at the BMW dealership in Perth where it had been traded in on an E39 M5. I contacted a BMW club member in Perth, Terry LeMay, who kindly inspected the car for me. He said that he knew the car because of its unusual colour scheme, inside & out. He was right, the Vader seats are an Individual colour, "Leder Nappa Lichtblau (Nr.2 136 741)"

After many years of great fun with the car, I stupidly sold it in 2004 and it went back to West Australia. In 2013, after returning home to Queensland, I was looking to get back into club life and checked online to see what an E36 M3 was worth, and "Bazzinga!" there was my M3 for sale in South Australia. I could not believe it. So, the next weekend, my son Grant and I headed to Adelaide and I bought it back!



it was a bit of a stretch for me to start this project, but at worst, if I screwed it up, I'd have to do a full leather replacement anyway, so "Let's do it, I thought".

It's a 4-step process; Rejuvenate, Cleanse, Sand & Fill, and Colour.

I first gave the interior a very careful clean and wiped all the leather down with a damp cloth.



I then applied a generous covering of *Rejuvenator Oil*, massaging it in with my hands. I let it soak in for 24 hours and repeated the process 4 times over about a week. Next, I used the *Pristine Clean* solution to clean up the residue, followed by a wipe with a damp cloth.

After allowing the seats to dry, the scary part began. This involved sanding the damaged area with wet & dry



sandpaper to remove the damaged surface.

After that, I mixed some of the dye with the white filler and filled the cracks, allowed it to dry then sanded it all flat.

I must say that the *Leatherique* distributor, Rob at PPC in Sydney,

was a great help before and during my project, as I did have to send one of the headrests to Sydney for him to match the dye colour.

The final step was the dying of the seats. I taped off the areas where I was not restoring the leather first, then mixed the dye constantly (it separates quickly). I then added some dye into a bowl after mixing it in the bottle and used a slightly damp microfiber pad to very lightly dab numerous coats of dye, waiting an hour or more between applications. I resisted the urge to apply thicker coats to cover the filler, but it did eventually disappear with multiple thin coats.



I forgot to take an after photo, but I documented the process on video so have a look at it to see how I did it and you'll see the result at vimeo.com/212713187

I was very proud to win best in my class at the 2017 BMW Club Nationals Show & Shine, but if I must be honest, the seat has started to crack again on my repairs after some use, so sadly, it's not perfect.



Since getting the car back, I have spent a lot of time & money bringing it back to its original glory. After major detailing, paint correction and part replacements, the only issue I had with the car was the driver's seat leather.

I contacted many upholstery businesses to no avail and even investigated importing complete Vader replacement leather seat covers, but the colour was always the issue.



No-one could help me with the blue leather.

After many hours of internet trawling, I stumbled across several threads on forums about "Leatherique Leather treatment". Thank goodness for *YouTube*, as it gave me confidence that this may be the solution I need. Now, I'm not the handiest of people so



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Captain's Knock

Dave Ross

Back from the top of the world



As you all know, in late April I headed to Nepal and trekked to Mt Everest Base Camp. The trek was about 22 days long and was to include climbing Imja Tse, a 6200m mountain near Everest.

What an adventure it turned out to be. I arrived in Singapore on Anzac Day and along with my trekkie mate, Chris, we headed to The Raffles Hotel to partake in a Singapore Sling and some chilli crabs. We had an 11-hour stop over, so we made the most of it enjoying one of the great cities of the world.

Before we knew it, we were back on the plane and landed in Kathmandu at about 8 PM at night where we were met by our guide for the trek, Ang Sherpa. We headed into the city and after a brief chat, we checked into our hotel, Hotel Tibet which I can highly recommend. The roof top bar saw us out for the night. The next morning, we were picked up by our guide and walked into the Thamel district in Kathmandu to organise some last-minute trekking equipment and permits. We would be flying into Lukla at 6 AM the following day, so after a day wondering around, we headed back to the hotel for an early night.

Flying into Lukla is an experience.

Lukla Airport is considered the most dangerous airport in the world.

The runway is very short and runs uphill to help arresting the plane. After a brief safety check about trekking through the Himalayas, we were off.



The Trek to Everest Base Camp is about 70 kilometres and rises to an altitude of about 5400m. The actual trek there takes about 10 days and allows for a couple of acclimatisation days in higher villages. This was the hardest thing I had done and those who know me know that I along with others in the club, Crystal and Mario, did a lot of training. It wasn't anywhere near enough. The continuous uphill trek was relentless and at the end of most days I was a shattered unit. The higher you got the harder it became to breathe. Once we got over 5000m, it was a case of walk for 20 minutes and rest for 20 minutes.



The landscape was magnificent and changed the whole way, from huge pine trees to wide open spaces with no vegetation at all.

Temperatures weren't too bad in the lower areas but the day I arrived at base camp it was about -9°C and being lucky enough to get to sleep there where it dropped to around -15°C overnight.

Sleeping at base camp is a rare opportunity and there is nothing like listening to the many avalanches from surrounding mountains or the glacier ice cracking underneath you at 3 AM.

After base camp, I headed to a mountain called Imja Tse which was another 2 days trek away. After kitting up with ice boots and climbing equipment we were unfortunately trapped in by snow storms and as I had to be back in Brisbane, after 3 days waiting, we decided to head back out and come back another day¹. It took only 4 days to get back to the airport and then, after a short stopover back in Kathmandu, I flew home to Brisbane.

I lost 13 kilograms on the trek and came back with a stomach virus that is still hanging around and Glandular Fever. Other than that though...

Leading up to and during the trek, I was raising money for the *beyondblue* charity



¹ I, along with a few others are heading back there in 2019 to firstly head to base camp and then to climb the mountain I missed out on last time. If you would like to come along, shoot me an email.

day and I am proud to say I raised close to \$11,500 which was donated along with the money raised by the club at the regularity day (page 12).

If you ever get the chance to do this journey, I cannot recommend it highly enough. It was life changing for me.

Classified

2008 BMW 135i E82 Race Car

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Questions?

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Jordan Carter

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We have VW/Audi, Mercedes and BMW specialist technicians; our BMW technician is also a BMW M performance technician with factory training on the ever so special M range. With the latest in diagnostic tools and computing we make sure we stay ahead of the game.



Sommer is a one stop shop ensuring that you wouldn't have to visit anywhere else; everything ranging from punctures and wheel alignments to engine and transmission repair/rebuilds is performed in-house.

As the new BMW CQ Motorsport Sponsor, we welcome any club member or BMW owner to pop in for a coffee and a chat to get to know our team.

We know what your car means to you and we would like to build a one-on-one relationship.

You can relax knowing that your car is in the best hands whilst also taking advantage of the **10% discount for club members.**

The team



Ludwig, or Ludi, is the owner of Sommer Car Care. A Master Mechanic from Austria, he's worked on everything except planes and helicopters. Old School with new knowledge, Ludwig can work on carburettor vehicles up to Porsches. With 45 years of experience with general automotive, panel & paint, restoration work and hydraulics, Ludwig is handy to have around when second opinion is required.

Jordan is our Service Manager. He has over 20 years of experience, 13 of which were with BMW as a diagnostic technician. We have needed him for a long time and he was well worth the wait. He brings so much energy and a fresh outlook to our small team/family. He's also got us involved in repairing and sponsoring race cars – BMWs of course.



Clayton, who we affectionately call Harry Potter, has been with Sommer Car Care for 9 years. Exceptional at explaining to clients the work required, Clayton never presumes or judges what people understand about their car, he just gives good advice. He is Ludi's right hand man in everything and he is intimidating with his knowledge on cars. One of the great Technicians that we have been lucky to have over the years.

Cail has been with Sommer Car Care since 2005 off and on, with periods of study in between. Always happy, Cail is excellent with our clients, and in our 30 years of running workshops Cail is one of the best Technicians we have been lucky to have working with us. We always expect fun with Cail and he has always been there for us.



Nicola attempts to keep Ludwig and Jordan in line – helps behind the scenes to ensure our reputation is maintained and smooth running of the workshop.

Sommer Car Care
www.sommercarcare.com.au
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David Hack Classic

Recap

07 May 2017, Toowoomba Airport

Once again BMWQCQ made the pilgrimage up to the mountains to Toowoomba for the annual David Hack Classic on the first Sunday of May. There were about 25 club cars registered for the event, but there were a few no-shows. A couple of non-registered entries turned up, so there were about 22 cars in the end representing BMWQCQ.

The main highlight was the fine weather for a change. The big crowd pleaser of the event was the Batmobile replica (The Batman type, rather than a 3.0 CSL).

Without further ado, please enjoy some of the photos of the event. Thank you, Brian Ross for your kind submission.

Luckily, Crystal Sheumack managed to get a shot of the Batmobile.



Essential Information

Meetings

Club meetings are held on the second Friday of each month (except January) at alternate venues:

Brisbane BMW

800 Ann St cnr Bridge Street, Fortitude Valley

Westside BMW

275 Monier Road, Darra

Committee Meetings are held on the first Friday of every second month at Brisbane BMW.

Registers

The club currently hosts three registers; the contacts for these registers are:

Six Series Register Larry Crouch
sixseries@bmwcq.com.au

E30 Register Alex McEwan
e30register@bmwcq.com.au

M Register Duane Thompson
m-register@bmwcq.com.au

Constitution & Code of Conduct

Copies of the Constitution & Code of Conduct for the BMW Club Queensland Incorporated are available by contacting the Club Secretary or by downloading from the website.

Advertising

Club members are invited to place classified advertisements in *The Bimmer* at no cost for any personal purpose. These will appear in a minimum of two issues unless cancelled earlier by the advertiser. To download the Classifieds form, go to *The Bimmer* page on the club website.

Preferential Rates

If you find that a discount is not honoured please advise us at editor@bmwcq.com.au

Trade Advertisements

The Bimmer also offers full, half page, black and white or colour trade advertisements on a per year or per issue basis. Please email the editor at sponsor@bmwcq.com.au

Club Members

When you use the services of our Trade Advertisers please let them know that you found their ad in *The Bimmer*.

Membership Fees

(Country member prices shown in brackets)

New Members **\$100 (\$85)**

On Joining, new members receive:

- BMW Club QLD sticker and Membership card
- *The Bimmer* (printed copy)

Renewals **\$75 (\$60)**

Renewing members receive:

- BMW Club QLD Membership card
- *The Bimmer* (printed copy)

Membership Application/Renewal

There are two ways to join the club or renew your membership:

1. Online (preferred)
Simply go to www.bmwcq.com.au, log in and click your current invoice at the top right. You can pay via PayPal or credit card.
2. Use the Membership Application form below, circle "Renewal" and post it with a cheque or money order for the applicable amount to the address shown. Please make sure you put your name and address (and your membership number if you know it) on your envelope.
All renewals fall due on the anniversary of joining.

Membership Application / Renewal

Name _____
Address _____
Post code _____
Phone _____
Email Address _____
How did you find out about BMW Club Qld? _____

Send Application to
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BMW Club Qld Inc.
PO Box 184, Everton Park, QLD 4053



Bank Details
Bank: Westpac
Name: BMW Club Qld
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