



BMW Clubs' **World** 1/14

BMW Clubs International Council Newsletter



INTERNATIONAL COUNCIL MEETING 2013

**AWARD
WINNERS 2013**

**THE LEGEND GOES ON:
INDONESIAN BIMMER-
FEST 2013**

**10 YEARS
BMW CLASSIC AND
TYPE CLUBS SECTION**

DEAR BMW CLUB MEMBERS,

A candy-red 1985 BMW K100RS, that's where it all began. Having been involved in car racing and rallying for many years, the technician in me was fascinated by the technical solutions, a flat 4 cylinder engine with fuel injection and transmission mated to a single rear swing arm! That was in 1986 and it was my first BMW motorcycle.

I soon became a member of the Swedish BMW motorcycle club. That must have been in 2007 and I've been a member ever since. Some years later I became a member of the board of directors of BMW MC-Klubben Sverige and later president of the BMW Clubs European Federation (BCEF, 28,000 members) since it was established in 2008. I'm one of the founders and as I feel it is improper to be in two positions at the same time, I will retire as president of the BCEF shortly.

At the moment, there are too many bikes in my workshop: 1981 BMW R80G/S, 1981 BMW R80G/S, nicknamed "HP(n)" and highly modified by myself, 1986 HPN, 1996 R80GS Basic, 1995 K1100RS and an HP2 Enduro, my absolute favourite! A couple will have to go but to be honest, I don't want to part with any of them!

Being a motorcyclist, I have a couple of favourite roads! Unfortunately the Stelvio pass in northern Italy, is too far away but that is my absolute favourite! The other one is a bit closer, actually in my own "backyard" less than 2 km from home! On the other hand, a good ride together with good friends makes every road a favourite! Every year, the last ride organized by my club, the "Long John-Tour", takes place when the weather can vary a lot. We've had everything from a sunny +18 degrees to rain and minus 2°C! It's dark when you leave and it's dark when you come back home! Still great fun!

In September last year I was elected Vice Chair Motorcycles on the International Council board! I ran for this office because I see areas that need improvement. Lately it's become evident that the Club world is in need of modernisation, while communication is in need of change. Technology is moving fast and the club world need to adapt to this change. Also one important issue is how to improve the cooperation between clubs and importers. Remember that club members are the best sales people of BMW products!

BMW Club world consists of many countries and cultures. Understanding new cultures, their different ways of thinking and their different approaches will be a huge task especially since I will be responsible for BMW Clubs Asia, BCEF, BMW Riders Association and BMW Motorcycle Owners of America.

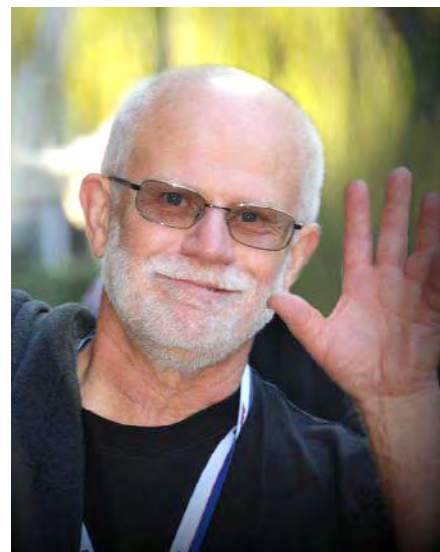
Getting into a new position on a worldwide basis is new to me and it will be crucial to observe and to get to know the people working on the different continents, to learn the different ways of thinking and to benefit from these observations. Not an easy task but I'm looking forward to this challenge.

My personal aim will be to make my own work, and also that of the BCIC, as "un-political" as possible. This is also not an easy task but in my opinion that will make the understanding between the different parties involved in BMW Club a lot easier.

We mustn't forget that everybody involved in the BMW Club world has one aim: to enjoy riding and driving our BMW's!

Mats Rosenquist

Vice-Chair Motorcycles
BMW Clubs International Council



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BOOK LAUNCH: BMW RS 54 AND FAMILY.

The first prototypes of the new racing motorcycle began to appear in 1951. Their characteristic feature was the upright drive shaft of the valve control system. In 1952, Hans Baltisberger won BMW's first championship points at the Stuttgart Solitude, riding an experimental motorcycle. BMW then decided to produce an additional series of 25 motorcycles to sell to private riders, in addition to the works motorcycle for the few works riders that it had at the time. By doing so, BMW not only increased its chances of winning races, but the sale of road-licensed models also stood to benefit from the publicity, without this involving any major investment. And all of this in important export markets. The small-series racing motorcycle was allocated the designation 'RS 54', which soon became synonymous with a success that was as unimaginable as it was unrepeatable. The sidecar combination, in particular, enjoyed rapid success in 1954, when Noll and Cron won the first world championship title. Ten years later, in 1964, the duo of Deubel and Hörner celebrated their fourth world championship victory. Enders and Engelhardt were the final world champions to ride a BMW RS, bringing

in their sixth victory in 1974. It is now 60, 50 and 40 years respectively since these successes. The book 'Münchener Meistermacher Maschinen, BMW RS 54 and family' by Lothar Mildebrath tells the story of this motorcycle. It was published in November 2013 in German/English. Foreword by Max Deubel, proofreading by Dr. Karlheinz Lange. Proofreading of English translation by Ian Falloon.



If you would like to order this book (ISBN 978-3-00-042687-2), please visit [this link](#), where it can be purchased for 29.00 EUR plus shipping.



Things ended up going pretty fast. 50,000 fans, 50,000 likes and pure joy: BMW Classic hit the 50,000 fan mark on Facebook this month. To celebrate, we gave our fans a very special "Thank You". Not only for being a fan, but also for embracing and living the BMW Classic spirit – on – as well as offline. Evidence of the BMW Classic spirit can be seen by looking at all of the comments and activities our fans have shared or by looking at the fantastic responses from our regular picture series, "Fan Friday". This series asks our fans to submit their very own pictures of BMW classics. The best ones are then chosen and

presented to the whole BMW Classic community each Friday. On the other days of the week, BMW Classic uploads exclusive content and interesting articles for its fans to see. They include not only some of the most beautiful pictures of over 90 years of BMW, but also announcements and coverage for events and updates for Highlight Events like the Concorso d'Eleganza Villa d'Este, or the Techno Classica. Interested? Then visit the BMW Classic Facebook site or better yet, like it! We are planning a special surprise when we reach the 100,000 mark...

Recognised for their exceptional commitment and expertise:

AWARD WINNERS 2013.

Approx. 200,000 BMW enthusiasts are organised in official BMW Clubs. They all share a passion for the BMW brand. But among them there are a few whose commitment to the Club and the BMW brand go far beyond that of others. With their outstanding dedication and expertise, these individuals contribute consistently to the success of BMW Club events or play an exceptional role in maintaining BMW tradition by preserving historic vehicles. Here we present three Club members who received one of the prestigious BMW Club Awards in 2013. (For full details of all BMW Club Awards go to www.bmw-clubs-international.com)

Carl O. Nelson

Nominated by BMW Car Club of America for the Friend of the Marque Award

Carl had no idea. He thought he was hosting his annual drinks evening for his clients and suppliers. When Bruce Hazard, President of the BMW CCA, took the floor and began recounting Carl's long association with BMWs and club life, Carl's suspicions were aroused. Something special was afoot. Bruce referred to Carl's 40 year membership and the countless number of BMW owners he had assisted, especially owners of the more classic models such as the BMW 2002s and E9s, for which Carl has a particular liking. As Bruce said "to the many BMW owners he has helped through the decades, Carl is a BMW saint... a humble expert who comes loaded with the kind of amiable "can do" positive attitude that makes our wheels go around". Matt Russell, BMW Product and Technology Communications Manager for BMW North America also referred to Carl's specialised knowledge of classic BMW automobiles. and the way Carl willingly makes this knowledge available to those who need it. It was a great way to recognise a very special and much appreciated person.



Roger Wiles

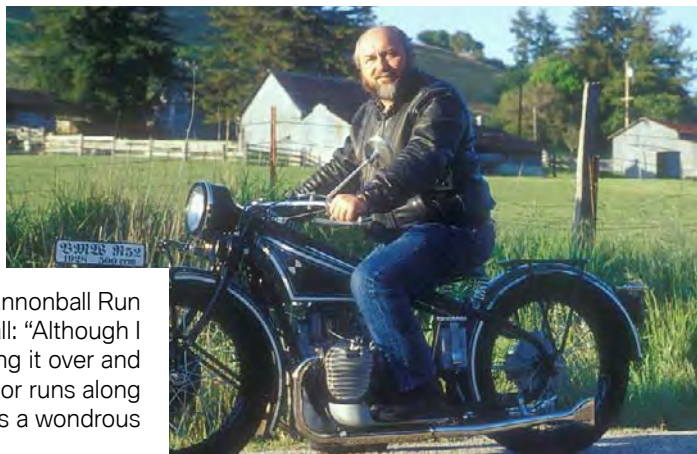
Nominated by BMW Motorcycle Owners of America for the Friend of the Marque Award

Roger joined the BMW MOA in 1984 and is a lifetime member. He has been instrumental in the development of the local Georgia club and its annual rally and also served as President of the BMW MOA Foundation, which is a non-profit educational organization dedicated to the safe operation of motorcycles and the preservation of motorcycle heritage. He has served as the Rider Education Coordinator (REC) and was responsible for all of the BMW motorcycle training carried out by the BMW MOA Rider Performance University. Roger has a keen interest in the collection and restoration of BMW motorcycles. His collection includes a BMW R69S with sidecar and a BMW GS.

Darryl Richman

Nominated by BMW Motorcycle Owners of America for the Prof. Dr. Gerhard Knöchlein BMW Classic Award

Darryl has been a motorcyclist and BMW enthusiast for over thirty years. His interests include collecting, restoration and touring. Darryl's collection comprises five classic BMW motorcycles including, among others, a 1928 BMW R52. He also has a 2007 BMW R1200ST. His passion for preservation and for disseminating the history of the BMW marque was extremely evident in 2012 when Darryl entered his 1928 BMW R52 in the Cannonball Run for antique and classic motorcycles. The following quote from Darryl says it all: "Although I very much appreciate the beauty of a fully restored bike, nothing beats kicking it over and taking it out on the road. The feel of the motorcycle as it heels over in a turn or runs along down a little used road, opening up vistas in front as it flees trouble behind, is a wondrous and magical thing."





2013

CLUB OF THE YEAR: THE BMW CCA FOUNDATION.

Ian Branston, former Chairman, BMW Clubs International Council

Now in its second year, the BMW Club of the Year Award recognises the collective efforts of many members who voluntarily work tirelessly on the range of activities conducted in the name of an umbrella, club, chapter or other entity recognised under the International Council's structure.

The inaugural award recognised the efforts of the BMW Car Club New Zealand. This year's award, as determined at the 2013 International Council meeting in Slovenia, goes to the BMW Car Club of America's Foundation.

The non-profit Foundation was established as an independent entity under the umbrella of the BMW CCA in 2002 with three main programs, namely: Preservation and Restoration, Library, Archives and Museum and Street Survival Teen Driving Schools. Since its beginnings, the Foundation has met with incredible success. In particular its Street Survival program, having already reached over 10,000 teenagers, continues to go from strength to strength. Having run 100 schools in 2013, they hope to reach 5,000 teenagers at over 200 driving schools by 2016. These schools are generally run using BMW CCA volunteers and instructors.

This success has required the Foundation to upsize its premises to accommodate the massive (and growing) collection of everything BMW - from posters, brochures and publications to race trophies and even cars. It is all done by a team of dedicated volunteers and a small staff as well as incredible support from club members at large and this award is fitting recognition of these efforts and the ongoing plans for even more in the future.

Personally it was particularly satisfying that, on behalf of the International Council, I was able to present the award to Foundation President Leo Newland along with Bruce Hazard, President of the BMW CCA at the Foundation's first Board Meeting in their new premises - appropriately located next door to the BMW Performance Centre in Greer, South Carolina.



INTERNATIONAL COUNCIL MEETING 2013 IN BLEED/SLOVENIA.

George Garner, President, BMW Club Atlantic Canada

First of all, I would like to thank BMW Clubs Canada for sending me along as the observer with BMW Clubs Canada President Phil Abrami to the 2013 International Council meeting held in Bled, Slovenia.

I would especially like to thank Phil Abrami for mentoring me at the preamble and at the formal meetings. As most of you know, Phil's intervention work for the International Council is challenging and we bask in his success. We should be proud as a club to have such a dedicated president willing to put in so much time.

Generally I felt much positive energy from those attending and the future of the organization is strong and the relationship with the Council and the reciprocity is very positive. The new President-elect is David de Bruyn from South Africa and he is expected to be a strong leader in the area of initiating and directing.

The International Council consists of 16 Delegates from the umbrella organizations incl. the four Council Board members and four representatives from the BMW sales regions. In addition to that, each Delegate can bring an Observer. At the 2013 meeting thirty five attendees were present. The International BMW Club Office in Munich is responsible for the physical, logistical organization of the yearly meeting (in this case with support from the hosts in Slovenia who co-arranged the accommodation and exposure to the local Slovenian culture). Each year it is held in a different country. In 2014 the International Council meeting will be held in Japan.

Ulrich Arendts as well as Andrea Sommer, Ilka Huss and Kati Hockner from the Club Office must be commended for their excellent work in organizing the Council meeting. On-site American Express Events Coordinator Darja Korosec should be also recognized for her dedication.

35 ATTENDEES AT THE 2013 MEETING

The Venue 2013 – Bled, Slovenia

Physically, Slovenia is a mountainous extension of the Alps and is tucked in to the east of Austria, to the north of Croatia and bordering Italy and Hungary. It is physically beautiful with mountains, valleys and lakes. In the past lumber was the main industry but tourism is now the mainstay and our local hosts showed their friendly and professional attitude with a very high quality of service delivery. The infrastructure of the country is excellent and similar to that of its neighbor Austria with which it competes to attract skiers, hikers and other outdoor adventurers. Bled is a small town situated around a lake with population of approximately five thousand. The capital of Slovenia is Ljubljana with a population of a quarter of a million.

The walking tour through Ljubljana, which was part of the surrounding program, was especially enlightening, both politically and culturally.

To contrast the past with the present, our visit to the Technical Museum of Slovenia was very informative. At the museum we were given a private demonstration of Nikola Tesla's world-changing electrical creation.

Our visit to the Akrapovic exhaust development and production facility, which was a surprise for us, is a shining example of if you do it well they will come to your door. It started out in 1990 as a small facility that produced improved motorcycle racing exhaust systems and has since become a supplier to all of the automobile DTM race teams (including BMW) and a developer and supplier (in titanium or stainless) to many of the "super" car brands.

On our last evening in Bled we were met by the Mayor and given a short history of the politics of Slovenia. Over the last one hundred years, Slovenia has been part of the Austro-Hungarian Empire and then an independent state but has also been annexed by Germany, Italy, Croatia and Hungary. The Mayor of Bled told us that in some areas of Slovenia the border had changed nine times! Its latest, and hopefully last, "independence declaration" was in 1991. It has been part of the EU and NATO since 2004.



The Meeting

At the formal meeting each umbrella club representative presented reports on their clubs. All is well with the BMW Club membership numbers. Numbers are holding steady.

There are concerns within the present clubs that the mean age of active clubs members reflects the age of the new car purchaser. As I looked around the room, this demographic was reflected by those present plus some. This is understandable at this level of club administration but at the local club level younger members need to become more involved in initiating and helping out with events to insure continuity for the future. At the meeting there were some observers and representatives in their thirties, but this was in contrast to those in their fifties and sixties and well into their seventies. One club representative calculated that the average age of members in their club was fifty seven (in the early nineties the average purchaser of a BMW was forty two years old; currently 60% of new BMW vehicles are purchased by those over fifty years of age).

Physical BMW Clubs are still going strong but the so-called virtual “clubs” are a negative trend and there are issues around computer-based groups. Another issue reported by the Australian umbrella organisation related to inappropriate language used in “blogs”. BMW Clubs Australia was given reinforcing power by a motion to address the issue as the offending club questioned the power of the umbrella organisation to intervene.

BMW AG and BMW NA representatives gave us overviews on where the company is going and discussed objectives. EU car makers have to meet reduced fuel consumption targets to meet by 2020 and American standards require an almost doubling of the requirements of 2008 by 2024. Another point for discussion was the niche market for electric cars in the i3 series, which will only be delivered to large designated markets.

BMW Club of the Year Award

While we all enjoy the performance and handling capability of our cars both on the road and in controlled events at the track, where do we go from here? Perhaps the most significant indicator of where mature BMW Clubs are going is indicated by the well deserved honor of receiving the “BMW Club of the Year” Award, which this year was given to the BMW CCA Foundation, nominated by the BMW Clubs Canada. Among other things, this recognition was given to the BMW CCA Foundation for its “Street Survival Program”, which is a community-minded driving skills program set up for young people and sponsored by the club along with other community-minded groups concerned about the capabilities of new drivers.

Time in front of a video screen is no substitute. Advanced car technologies have come a long way but the weakest link is still the driver. From what we understand from the program, braking, slalom, and accident avoidance exercises are performed with the addition of a skid pad and dedicated classroom instruction.

BMW Club Atlantic has been using these exercises at its driving schools for 20 years. They are based on the mentored program that the Trillium Chapter (the second BMW Club in Canada, established in 1988) set up for us in the late eighties.

The Trillium Chapter has already run the Street Survival Program three times in Canada so has a lot of experience in this area. At the Meeting in Bled I learned more about the program from the BMW Car Club of America President and the BMW Club Atlantic was offered help in going forward. Thank you for that. Knowledge not shared is a waste. We hope to run this program if resources and space can be found.

Thank you for the opportunity to attend and be re-stimulated by the International Council meeting in Bled.



3RD ANNUAL MEETING OF BMW CLUBS ASIA IN CHIANG MAI, THAILAND.

Wong Kah Keen, President, BMW Clubs Asia

From the 7th to the 9th December 2013, BMW Clubs Asia held their yearly Annual General Meeting in Chiang Mai, Thailand. BMW Clubs from Thailand, Philippines, Singapore, Malaysia, China and Indonesia attended the meeting, together with representatives from the International Council Board, Mr. Matz Rosenquist, Ms. Andrea Sommer from the BMW Clubs International Office in Munich and Mr. Sungtaek Jang from BMW Group Korea. The delegates were treated to cultural shows and a short bike tour to the mountains was arranged by the BMW Motorcycle Club of Thailand. The delegates thoroughly enjoyed the outings the meeting was a great success. In the evening of December 7, there was a welcome dinner served outdoors in a wonderful

setting with entertainment consisting of traditional music and dancing. The meeting itself took place on Sunday the 8th and started with a short introduction by Andrea Sommer from the BMW Clubs International Office and Matz Rosenquist, Vice Chair Motorcycles of the International Council. Andrea gave a presentation on the presence of the International Council, Council meetings, the Council newsletter "BMW Clubs' World", Council awards and International Council events in 2014, etc. The representative from BMW Group Korea reported on the building of a "Branding Centre" where, among other things, a BMW driving performance school will be located and which will be operational in July 2014. The 2014 Asian BMW Motorrad Days will be held in the Genting Highland in Malaysia. In subsequent years there will be a rota, circulating the event among the different countries. The event will use the BMW Motorrad Days in Garmisch-Partenkirchen as a model. BMW Motorrad Club Malaysia won the Club of the year award due to their participation in the BMW Motorrad Days event in



Garmisch-Partenkirchen, Germany last year, when a large contingent of 24 bikes with 37 riders rode all the way from Turkey to Garmisch.

Other clubs like BMW Car Club Philippines and BMW Club Malaysia were also given certificates of appreciation for organizing relief activities for the victims of Typhoon Haiyan and the Bimmerfest 2013 in Kuala Lumpur. The next meeting will be held in December 2014 in Manila in the Philippines. Details are still to be finalized.

INDONESIAN BIMMERFEST 2013.

Lapangan Siwa, Prambanan Temple, Yogyakarta – Central Java,
12–13 October 2013

It has become a tradition for BMW Car Clubs Indonesia to organize the Bimmerfest every year as their annual event which has been regularly attended by 500 – 700 BMW automobiles since it was first held in 2010. This is a source of great pride for BMW Car Clubs Indonesia. Last year the Indonesian Bimmerfest took place in Yogyakarta with the slogan “The Legend Goes On”. It was held at Lapangan Siwa, Prambanan Temple, Yogyakarta – Central Java and the BMW Car Clubs Indonesia Yogyakarta Chapter was appointed as the organizing committee. The planning for this event had been started three years earlier by the the central committee of BMW Car Clubs Indonesia as well as the chapter and register committee of BMW Car Clubs Indonesia.

The idea behind the Lapangan Siwa, Prambanan Temple event was to combine the cultural and technological aspects of BMW cars and the ultimate comfort of driving BMW. These themes are reflected in the Prambanan Temple itself, which was built hundreds of years ago but still stands today. The Bimmerfest 2013 “Legend Goes On” included the following items on the program:

- Car contest with two categories: “original” BMW, all series and modified BMW, all series
- BMW Batik Contest: BMW cars which were decorated with baktik motifs (traditional Indonesian fabrics)
- Photo Contest
- Traditional and modern music shows

On Saturday, October 12, 2013, all the guests at the Indonesian Bimmerfest 2013 “Legend Goes On” from all chapters and registers of BMW Car Clubs Indonesia were invited by the committee to dine at the Boko Temple. The Boko Temple, also known as Princess Temple, was previously used as the Royal Family’s temple.

The evening, which featured local Yogyakarta dishes, was aimed at strengthening relations between all the members of BMW Car Clubs Indonesia. The dinner program also saw the launch of the first BMW Car Clubs Indonesia book entitled “A decade of BMW Car Clubs Indonesia.” Gerry Nasution, founder of BMW Car Clubs Indonesia, and Irwin Rizki, who is responsible for Public Relations, introduced the book to the attendees. On October 13, 2013, activities centred on Lapangan Siwa, Prambanan Temple, Yogyakarta. At 8 am, car





500 BMW CARS, 1,000 VISITORS.

contest participants from chapters and registers of BMW Car Clubs Indonesia and some Indonesian BMW communities have started arriving and parked in front of the Prambanan Temple.

The cars at Lapangan Siwa were arranged by BMW series (3, 5, 7 and X). An entry sticker of a different color was given to entrants from each series and was attached to front windshield of the car.

At 10 am, the Chairman of BMW Car Clubs Indonesia, Benhard Sibarani, officially opened the Indonesia Bimmerfest 2013 and gave a special speech, in which he explained how this Indonesia Bimmerfest 2013 differed from those of previous years. The event offered a combination of cultural and technological elements and he believed that this would become a popular forum for all BMW lovers in Indonesia and the region in the future.

A team of judges assessed the cars entered in the contest, while the visitors were entertained with traditional dances. There were also some stands manned by various chapters and registers, a sponsors' stand, an official Bimmerfest 2013 merchandise tent and a BMW spare parts area.

Visitors had an opportunity to meet and talk with other members from all over Indonesia while checking out the cars entered in the contest and those belonging to other visitors.

It was great to see so many BMW automobiles. lined up together at Lapangan Siwa. By the afternoon, the committee called all chapters and registers under the umbrella of BMW Car Clubs Indonesia to take joint photographs and invited other BMW communities attending the program to join in such occasion.

The program continued with the announcement of the results of the photo contest, the original and modified BMW car contests and finally the batik contest, which was decided by a public vote.

At 6.30 pm, the head of the Indonesia Bimmerfest 2013 'Legend Goes On' committee, Hadi Wibowo closed the event and thanked the committee of the Yogyakarta Chapter and all the members of the chapters and registers of BMW Car Clubs Indonesia, the central committee of BMW Car Clubs Indonesia, all supporting sponsors and all visitors who had attended the Indonesia Bimmerfest 2013. It was estimated that more than 1,000 visitors had attended the event and more than 500 BMW cars had been on display.





OKTOBERFEST 2013 IN URUGUAY.

Cinthia Castelo, BMW Car Club Uruguay

BMW Car Club Uruguay was invited to be part of the Oktoberfest celebrations organized by Deutscher Klub Uruguay, Deutscher Männerchor Montevideo, Alpen-Länder Verein Montevideo and Deutscher Ruderverein Montevideo on October 5th 2013.

This event was a genuine German festival, where people enjoyed traditional German dishes and local beers. Folklore groups from Uruguay and overseas added to the fun in true German style.

For the BMW Car Club Uruguay the celebration had started earlier in the day in Montevideo. The club had arranged for members and their vehicles to meet at the German Embassy in Uruguay. After a public display at the embassy where friends, family, fans and curious passer-byes gathered to share in the unusual experience, a convoy of an estimated fifty BMW cars drove across Montevideo city to the Oktoberfest celebrations.

BMW convoys are a rare sight – though not a totally unfamiliar on these days – and they always take drivers and streets by surprise. This was no exception.

The successful celebrations offered BMW Car Club Uruguay members the opportunity to experience German traditions, while our club provided visitors with a small but valuable display of German industry, history and tradition at the club's stand to all attendees. A wide range of models owned by BMW Car Club Uruguay members were on show, including BMW E21, E24, E30, E36, E46 and the always ever popular Neue Klasse members and Isettas. Proud members from both Uruguay and Argentina enthusiastically promoted both the club and the brand.

A German celebration to be enjoyed!





Highlight of this club tour:
The Night of the White
Gloves on 22 November at
the BMW Museum

NOT QUITE LIKE EVERY YEAR.

Gerhard de Vries, BMW Club Nederland

Last year, I organised a visit to BMW in Munich for the BMW Club Nederland and BMW 02 Club Nederland, just as I had done in previous years. However, this time, our trip had a very special highlight – it coincided with the Night of the White Gloves, which took place in the BMW Museum on 22 November. Not only that, the BMW Clubs International Office and BMW Museum granted free entry to all BMW Club members in advance. In some areas we were even allowed to see more than we had originally planned, thanks to the participants' disciplined behaviour. And I must say that yet again, it was a highly successful trip.

Having visited the city many times in the past, Munich had by now become something of a second home to me. I now pretty much know the city of Munich and the various BMW establishments like the back of my hand and have amassed many contacts there over the years. For example, I have developed a close friendship with the proprietors of the Monsalvy cafe and restaurant in Aschheim and a nearby guesthouse, both of which served as central meeting points for the club during the trip. And thanks to the Monsalvy, we were able to enjoy varied breakfasts and fantastic dinners throughout our stay. The first stop on the itinerary was Hamann Motorsport, and this time it was not just the exhibition room that we saw. We were also allowed to have a look inside the company's development areas and its warehouse. And on top of that, we were even given a small bag of delightful gifts to take away with us. The following day was devoted exclusively to BMW. It began at 9.15 in the morning at BMW Welt, the starting point of our guided tour through the BMW works. First of all, we were given a chance to familiarise ourselves with the unique architecture of the BMW Welt building, before passing by the BMW Four Cylinder building to commence the works tour. The tour took us

through all the production areas, giving us a good impression of the production processes at the BMW parent plant.

After having a good look at the impressive engineering facilities in the plant, it was time to stop for a break. After gathering our strength, we continued through the BMW Research and Innovation Centre (FIZ). The first thing we saw when we arrived there were several BMW i3 and i8 cars being driven around the building. Our tour guide then showed us a film along with a presentation that gave us a great deal of interesting information about the FIZ. The subsequent tour took us to the test assemblies as well into the basement of the building, where we had a chance to peek under the bonnet of a number of prototypes.

On our way back to BMW Welt, where we had reserved places for dinner, we stopped briefly at the BMW building on the Frankfurter Ring. There we made the most of the opportunity to browse through the accessory shop and see the BMW and Alpina collections, while enjoying a refreshing coffee.

And then at 7.00 pm on the dot, it was time for the main event, and the BMW Museum opened its doors for the Night of the White Gloves. This event is nothing short of unique – it is wonderful to actually be able to touch all these works of beauty. I also had the opportunity to chat with other BMW Club members, such as Harald Flecker, vice-president of BMW Clubs Europa e.V. and Georg Sedlmayer of BMW Clubs Österreich.

The next morning, it was time for us to bid farewell to the staff of the Monsalvy and the members of the tour party and to return to the Netherlands. I would like to express a huge thank you to everyone who contributed to making this trip possible.

It was fantastic.



INTERNATIONAL BMW CLASSIC AND TYPE CLUBS SECTION.

It began more than ten years ago...

BMW Classic & Type Clubs
International



Andy Andexer, BMW 02 Club e.V.

The 'Section', as it is known to insiders, will be ten years old in 2014. However, the idea of setting up an umbrella organisation to meet the particular needs of BMW Classic or Type clubs is considerably older than that. However, throughout the 1990s, it was still not considered to be part of the regional BMW club structure. Up until then, classic cars had been referred to as veterans, classics, schnaufelr or oldtimers, and as such they were looked after by the BMW Veteran Club Germany, whose 'museum on wheels' assumed the 'territorial rights' to them; BMW did not yet have its own representative collection of vehicles at that point.

This would change overnight, when in 1994 – 20 years ago – Christian Eich first founded the 'BMW Mobile Tradition'. Eich conceived of the new division as consisting of four sections: museum, spare parts, PR and BMW Clubs. One effect of this was that it gave considerable support to the idea of a home not for regional clubs but for clubs based on particular vehicle models. At the BMW Club Europa meeting in Munich in 1995, Friedhelm Günter (president of the International Council) announced the foundation of the BMW Classic Club Europa – in parallel with the BMW Club Europa, a move that was initially met with considerable resistance, not least because Eich considered the term 'classic' inappropriate for 'such recent models'. It was eventually agreed to create the BMW Type Clubs International (BTI) – and this was the seed out of which the 'Section' finally grew. Nowadays, the various club organisations co-exist peacefully alongside each other – besides the well-established BMW Veteran Club with its organic contacts to BMW, there is the Isetta Club, which has in the meantime sought closer contacts with the club family, and the type clubs within the new BTI, such as the BMW 02 Club, the BMW Coupé-Club, and the BMW E3

Facts and figures:

Founded: 2004
Members: 11,000 members in 24 clubs
Type: International umbrella organization
Website: www.bmw-clubs.org

Limousine Club, plus the traditional clubs outside of the official club structure, such as the BMW V8 Club.

In 1993, this agglomeration of clubs started showing its joint colours at the Techno Classica – initially alone, and then increasingly with BMW Mobile Tradition. Over the years, this fair has continued to reflect the cooperation between BMW Mobile Tradition/BMW Classic and the BMW Club family over the course of time. Today, one executive member from both the BTI and the Section are jointly responsible for the coordination between BMW AG and the clubs. The BTI is still a part of the European umbrella organisation, the BMW Club Europa, which is solely due to the locations in which the member clubs were founded. However, all clubs have an international orientation and are dedicated to the care and conservation of specific BMW types, which is something BMW Mobile Tradition can benefit from when establishing a system of spare parts supply for classic vehicles.

On the occasion of its meeting in September 2003, the International Council accepted the petition of the clubs and created the 'International BMW Classic and Type Clubs Section. The inaugural meeting took place almost exactly 10 years ago in Munich. The Section meanwhile is now made up of 24 international BMW clubs with a total of approximately 11,000 members.

In the new Section there is only one "leading" club worldwide for each vehicle type (or type group). Nationally operating type clubs have the opportunity to link up with the Section via an association with such a club, which is now possible in addition to having an existing link with a national umbrella organisation. Furthermore, the main purpose of the club must be to preserve and present the relevant vehicles as technological cultural heritage items in accordance with the current FIVA definition of a historical vehicle (§1 Technical Code). The age limit stipulated here does not apply to vehicle models of which less than 10,000 were produced.

There have been many club members who have helped the Section to attain the status that it has today – however two of its fathers sadly did not live to see its foundation and establishment – Christian Eich (who died in 2000) and Friedhelm Günter (who died in 2003).

MARCH

Retro Classics, Stuttgart, Germany

13.03. – 16.03.2014, www.messe-stuttgart.de/retro

Working Meeting of the Council Board, Munich, Germany and Innsbruck, Austria

20.03. – 23.03.2014, www.bmw-clubs-international.com

Annual General Meeting of BMW Clubs Europa e.V., Innsbruck, Austria

21.03.-23.03.2014, www.bmw-clubs-europa.org

Techno Classica, Essen, Germany

26.03. – 30.03.2014, www.siha.de

APRIL

BMW Bike Fest, Midmar Dam, Kwazulu Natal, South Africa

25.04. – 28.04.2014, www.bmwbikefest.co.za

MAY

BTI on Tour, Odenwald, Germany

01.05. – 04.05.2014, www.bti.bmw-clubs.org

42nd BMW RA Rally, Birmingham, Alabama, USA

29.05. – 31.05.2014, www.bmwra.org

38th International BMW Veteranen-Club Meeting in Bad Nauheim, Germany

29.05. – 01.06.2014, www.bmw-veteranenclub.de

FURTHER EVENTS 2014

45th BMW CCA Oktoberfest, Beaver Creek, CO, USA

16.06. – 20.06.2014, www.bmwcca.org

BMW Motorrad Days, Garmisch-Partenkirchen, Germany

04.07. – 06.07.2014, www.bmw-motorrad.de

42nd BMW MOA International Rally, Minnesota, USA

24.07. – 27.07.2014, www.bmwmoa.org

AvD Oldtimer Grand Prix, Nürburgring, Germany

08.08. – 10.08.2014, www.nuerburgring.de

Annual General Meeting of the BMW Clubs Latin America Federation, Montevideo, Uruguay

22.08.-24.08.2014, www.bmwclubslaf.org

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