

Council News

1/08

Newsletter of the International Council of BMW Clubs



BMW 524td and 525e, which constituted the start of a 25-year-old tradition of energy-efficient BMW models, at the Techno Classica 2008

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Techno Classica 2008

To put my impressions of this year's Techno Classica in Essen into words is no easy matter, simply because it was so completely different to last year's event. So, inspired by Mary Chase, the BMW Clubs now have their very own Pooka, by the name of Harvey (of course), who will present his report from the TC. The BMW Clubs had just about all the space they could wish for and the vastly reduced BMW budget was available almost in

its entirety for the use of the clubs. According to the press, the majority of the resources in 2008 were reserved for the museum. Or was it that the men in Munich wanted to send out a message to their colleagues in Stuttgart and Ingolstadt about stemming the contest for gear at the TC? Not all the visitors to the show saw the good intentions.

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Visit us on our website:
www.bmw-clubs-international.com

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Dear BMW Club Friends,

To begin this new year, I would like to inform you of the latest developments in the International BMW Classic and Type Clubs Section, the mainstay of the International Council of BMW Clubs "BMW Tradition".



Although it is only a few years since its formation, we are already able to look back on a period of considerable growth, characterized by the entry of a number of international BMW Classic and Type Clubs from both the automobile and the motorcycle sectors. For me personally, this development has been all the more enjoyable thanks to the intensive and friendly communication that has taken place between the clubs and their members, their cooperation in many events and exhibitions, and the unique role that they play in taking care of and preserving classic BMW cars and motorcycles and ensuring that they are still out there on the roads.

For example, the entry of the Vintage BMW Motorcycle Owners of America into the section has served to forge an important bridge between BMW motorcycle enthusiasts in America and the club community. The activities of groups like the BMW Z8 Club or the ALPINA Gemeinschaft e.V., which is about to assume membership, enrich the club scene and support the ongoing development of a lively BMW brand history as it looks ahead to the future.

With around 20,000 individual club members now represented in the International BMW Classic and Model Club division, you are all, dear club members, perfectly justified in considering yourselves part of an independent and truly idealistic and successful club community. Please feel free to make more intensive use of the opportunity for publicity afforded by our Council News to integrate even more club friends around the world in your events and in your club activities.

To finish with, I would like to make this final greeting to a dear friend who has now left us forever: "The BMW Club community has lost a giant who walked among us. Robert Hellman died last month suddenly and with no warning. Robert was well known and highly respected for his many years of service to the International Council of BMW Clubs and the international BMW Riders Association. His fastidious approach to meeting the challenges facing him was what made him such a valued member."

"Robert, we salute you."

He will be missed.

I wish you and your clubs a pleasant spring and a successful driving and motorcycling season 2008.

Dr. Bernhard Knöchlein
Vice President
International Council of BMW Clubs

Obituary for Dr. Robert Hellman, first “Friend of the Marque”

Passing of Dr. Robert Hellman

By Ian Branston, Chairman, International Council of BMW Clubs



Working Meeting 2004, Villa D'Este – Dr. Robert Hellman (left) and Dr. Bernhard Knöchlein (right), Council Vice Chairmen

Writer and recognized BMW enthusiast Robert J. Hellman died on March 9 at his Chesapeake Bay home in Tracy's Landing, Maryland, USA, of carcinoid-related heart disease. He was 62. Dr. Hellman obtained a Ph.D. in German intellectual history from

Columbia University in 1972 before moving to Washington and working on Capitol Hill. A tireless proponent who helped popularize the term “Boxer” for BMW's air-cooled motorcycles, Dr. Hellman's too-salient wit once got him banned from reviewing cars for the company's flagship magazine. He was the recipient of the first “Friend of the Marque” award by the International Council of BMW Clubs in 1997 and given BMW of North America's first BMW Icon award a decade later. Both awards created with him in mind, his name became synonymous with advocacy of the BMW brand worldwide.

A long-term friend and enthusiastic contributor to the International Council of BMW Clubs, including the position of Vice Chairman, Motorcycles, Dr. Hellman was honored in 2007 for over twenty years as editor of the BMW Riders Association magazine “On the Level”, with kudos from participants on the order of BMW AG Motorcycle Designer David Robb in Munich and peripatetic investment guru Jim Rogers in Shanghai.

Dr. Hellman is survived by his companion of nineteen years, Mary Lee Kingsley.

Bruce Hazard – new President of the BMW Car Club of America

By Satch Carlson, Editor-in-Chief of the CCA magazine “Roundel”

Bruce Hazard has succeeded Scott Blazey as president of the BMW Car Club of America. Having served on the Board of Directors for three years as Secretary, Hazard took the reins at the BMW CCA annual meeting in March at the Club's South Carolina headquarters.

Hazard purchased his first BMW, a 1973 BMW 2002, while he was stationed in Augsburg, Germany, with the U.S. Army. Taking delivery at the factory in Munich in October 1972, he began a love affair with the Ultimate Driving Machine that has lasted ever since. He joined the BMW CCA in 1975 as a member of the Rocky Mountain Chapter in Colorado. Beginning his club career as chapter secretary, Bruce has held every chapter office at least once, except treasurer. Driving events have been a special passion over the years. Hazard began auto crossing in 1977 and was instrumental in establishing and developing the

Rocky Mountain Chapter driving-school program, for which he served as chief steward or safety steward for over fifteen years.

The BMW 2002 served Bruce well; it was the only car he owned for seventeen years – until it was retired in 1989 with 320,000 miles on the odometer! Since the BMW 2002, Bruce has owned a 1980 BMW 320i and a 1985 BMW 535i. Currently he drives a 1995 BMW 540i M Sport and a 2000 BMW 528i. Then there was the 1970 BMW 2002 that he raced with the Sports Car Club of America.

On the personal side, Hazard grew up as an “army brat.” His father was a U.S. Army dentist, and as a result the family traveled all across the United States plus Okinawa, Japan, in the mid-'50s, and a stint in Landstuhl, Germany, in the mid-'60s. After serving his own term in the U.S. Army, Hazard settled in Centennial, Colorado. Professionally, he

has worked in healthcare supply chain and materials management for the past thirty years.

Little did Hazard know that when he took delivery of that 2002 36 years ago that it would lead to developing so many great friendships and memorable experiences. As he settles into his leadership role of the BMW CCA, he is looking forward to the friends and experiences he will develop with the international community of BMW Clubs.



Continued from page 01: Techno Classica 2008

Techno Classica 2008

Two prominent friends of classic BMWs, standing beneath the banner emblazoned with "THE BMW CLUB" and looking at the BMW classics on display, exhibits which not even BMW could have improved upon, were heard to say to one BMW representative, "Well, it's a nice club stand, but where is the BMW one?" It is Thursday, and some club members from Belgium arrive. I mingle with them and can't help noticing their joy that the clubs are taking center-stage, and that not everything is presented in the shadow of the four-cylinder. I decide to join them for a walk around the exhibition.

The Stuttgart company with the star constructed their own universe, with their exhibits gleaming on the vast expanse of the elegant wooden display surfaces. The type clubs lined up with their exhibits on show alongside blue-illuminated counters, which in turn lined the elegant "club lounge". The whole thing was extremely classy, for many of the "Star" team's club members, excessively so. Together, the sporty team from Ingolstadt and its parent company put a bit of color on the whole affair, something that has been lacking among the rivals from Untertürkheim and Milbertshofen for many years. However, the clubs with the sport rings appeared somewhat subdued beneath the loud colors of their brand's presentation. The clubs of the parent company and the subsidiary from Crewe had their stands in rather out-of-the-way locations, on the top floor or in the basement, well away from the main visitor crowds, doing their utmost – and displaying great imagination in the process – to compensate for the complete lack of support from the vehicle works.



A wide spectrum of BMW vehicles was present

On the Friday I went and had a look at Hall 12: There was an auction house, which charged 30 euros for visitors to have a look at its cars. There was a small island, which was home to the BMW brand. The company had brought its exhibit, a 1600ti, in its component parts, and had proceeded to assemble the vehicle on site. The exclusive vehicles on show alongside it were an insult to the eye, and the atmosphere in which they were displayed was completely inappropriate. The

restorer of exclusive BMW vehicles who was there raised our hopes somewhat, while the cabin of the mixed goods dealer that followed provided the next disappointment.

The BMW Peninsula was located opposite the eastern entrance. The counter of the BMW Mobile Tradition parts service provided an element of continuity for the visitors. Flanked by displays of parts, a BMW 2002tii (like all the BMW and Glas exhibits, this was a club vehicle), and a BMW Z1, advice on parts was given by Mr. Blumoser while Mr. Hübner and Dr. Tischler were on hand to give more general advice.

The path which I took then led me to a Dixi 3/15 from the Automobilwelt Eisenach. I then took a look at a BMW 303 (the first 6-cylinder BMW, 75 years ago), a BMW CSL, two BMW M1 models (the road version and the "Procar") celebrating their 30th anniversary, an Alpina M3 DTM, and a small group, comprising a BMW 524td, 525e and 325e, which constituted the start of what is now a 25-year-old tradition of energy-efficient BMW models. Then came the 1950s, a section in which I fully intended to indulge, feasting in particular in the baroque angels, the Isetta, Goggomobil and Goggoroller. Then finally, there was the 02 Cabriolet from Karmann, of which only this one vehicle exists, for the model was never to enter serial production. There was also the very first BMW 3 Series Baur TC1. A BMW 2002 turbo and an emphatically sporty BMW 1800ti rounded off the "general vehicles" section of the BMW Clubs. The cherry on the top, however, was the two motorcycles that were on show – the BMW R32 and R24.

Opposite the area where our industrious BMW friends were busying themselves with the BMW 1600ti, there was a jubilee area, which contained nine vehicles, united by a single feature – the M30 six-cylinder, the "silent end to vibration", which was celebrating its 40th anniversary, together with the BMW E3 limousine and E9 coupé. For this reason, no less than three BMW E3 models and another three BMW E9 vehicles were on show, together with a BMW E12 528i, an E23 735i and an Alpina B7 turbo – all in all a wide range of M30 variations. Behind the M30 vehicles and in the middle of the BMW section were the well-frequented counters of the 18 BMW Clubs who were present.

A great thanks goes to the BMW Mobile Tradition for their active and enthusiastic support. It was a joy for the clubs to represent not only the interests of the clubs themselves but also those of the BMW brand. Even if it took a little while for some visitors to notice.

Your friend, Harvey

The BMW Welt – one of the most popular sights in Munich

The BMW Welt – an attraction for all the senses

By Kati Hockner, International BMW Club Office with excerpts from „Premiere in der BMW Welt“ by Heller & Partner



The BMW Welt with its distinctive Double Cone and the floating cloud roof

The BMW Welt is a veritable feast for all the senses as it stands in all its splendor, alongside the BMW Group head office, itself the famous BMW four-cylinder tower. The powerful and dynamic construction culminates in a roof that seems to hover atop the BMW Welt like a cloud. The heavenward reach of the double-cone construction makes it clear that this is a building for special events. And indeed, a regular program of activities is held here, on a wide variety of subjects, including business, technology, politics, media, art and culture. Visitors coming to collect a vehicle or to take part in an exclusive guided tour can take a closer look at the latest models and the most recent engineering achievements, find out more about BMW's vivid history, and enjoy the first-class restaurant and the biggest BMW Lifestyle Shop anywhere.

The BMW Welt experience for customers coming to collect their new car begins with a welcome from the customer supervisor. Accompanied by him, the customer makes his way to the Product Info Center. At a special information counter, the supervisor explains the particular features of the vehicles, illustrating his talk with 3D animations. The second stop is the Info Module, where visitors are able to test individual equipment features, such as the turning light, the Dynamic Stability Control (DSC), or the iDrive simulator with integrated navigation system, on special driving simulators.

Depending on his reason for visiting, the customer then leaves the premium lounge on the third floor and goes down, either to the automobile delivery area on the first floor, or to the world's largest permanent BMW car display, on the ground floor. The BMW Welt has devised a sophisticated logistical process to ensure that experiences such as the collection of the car, with the headlamp-illuminated presentation of the new vehicles on rotating turntables, come true. The cars arrive at the BMW Welt a day before they are due to be collected. In an underground

area, the delivery preparation center, mechanics check all of the vehicles' important functions, before they are placed onto a fully automatic warehouse shelf unit. When the customers check in at the BMW Welt, the system transports the vehicles into the delivery hall. While customers are collecting their cars, there will be hundreds of other visitors at the BMW Welt at any given time. The pedestrian bridge that stretches across the BMW Welt affords visitors a fascinating view of the delivery hall and the BMW Group head office.

Anybody who wishes to know how the BMW Welt works behind the scenes is welcome to take part in a BMW Welt guided tour. This is the way to gain fascinating insights and interesting information about the BMW Welt that are otherwise hidden from the public. The BMW Welt offers official BMW Clubs an exclusive guided tour at the reduced price of 80 euros per group (subject to a minimum of 15 people).



At the Plaza you can visit the world's largest permanent BMW automobile exhibition

If your club is interested in taking part in an exclusive tour of the BMW Welt, or any other BMW facility, such as the BMW plant in Munich or the BMW Museum, then please direct your enquiry to the International BMW Club Office, who will be happy to help you organize any tours you wish. Simply fill in the application form for BMW guided tours, which is available from the website of the International Council (www.bmw-clubs-international.com) and send it off to the International BMW Club Office. You will find it in the exclusive area under Club Travel.

Further information

BMW Welt
www.bmw-welt.com

Redemption of the second prize of the International Council of BMW Clubs online quiz

A fantastic BMW Z4 weekend

By Helmut Imberger, BMW Motorcycle Club of Victoria, Australia



Helmut Imberger picks up his second prize – a BMW Z4 for a weekend

What a surprise it was when I received a call from Damien Cook (BMW Motorcycle Club of Victoria, BMW Clubs Australia Delegate) to tell me I had won a BMW Z4 sports car for a weekend, second prize in the International Council of BMW Clubs online quiz that was run to promote the International Council and the impending opening of the new BMW Museum. Due to work and family commitments and wintry weather it wasn't until October that I finally made use of the prize.

On Friday afternoon, October 12th, 2007 I arrived at Doncaster BMW and was introduced to the black 3.0 liter BMW Z4 with just over 1,000 kms on the odometer. I was given a thorough briefing on all the workings of the car so I could get the most from the experience. When I brought it back the following Monday I had added about 1,300 kms.

Standing next to it, the BMW Z4 looks very small; long nose and short back, but sitting inside it felt quite roomy and almost like a normal sedan, although, being so low it was a bit awkward getting in and out of. There is a choice of full automatic, semi-automatic, and steptronic on the steering wheel. I left it in full auto so that I could concentrate on driving and enjoying the car.

Early Saturday morning I picked up my son and headed off to Mt. Buller, Victoria's premier snow ski resort 250 km north east of Melbourne. It was raining and the roads were wet. The windscreen wipers were on automatic and so came on whenever there was enough moisture on the screen. I very quickly felt that this car is very stable and really hugs the road, dry or wet. It was a real joy driving up the Black Spur and I even had my son video the whole stretch. The car remained level around the bends and felt very sure-footed. I was feeling like I felt when I was in my twenties with my first car, wanting to pass everything in front of me, and the BMW Z4 did that so well – very responsive and

plenty of power as we drove through the magnificent Victorian High Country and up the twisting road to the mountain-top village 1,805 Metres above sea-level. Mt. Buller is a world class winter ski resort with 35 lifts and an abundance of accommodation options. In the summer months is a center for walking, cycling and other pursuits. The 16 km drive up the mountain from the plain showed the dynamic capabilities of the Z4.

The next day I spent with another friend meandering through to South Gippsland, ending up at Port Albert, to the south east of Melbourne. This was a fine day and we occasionally had the roof down, but found it a bit too turbulent and noisy (I kept feeling that I should be wearing my helmet!).

On smooth roads the BMW Z4 just glided along, but when the road surface was a bit rough, one could feel every bump, due to the tight suspension, a bit annoying on some old road sections. We drove on major roads and many of the winding back roads that traverse this picturesque part of Victoria.



A weekend full of sheer driving pleasure

It was very difficult to return the BMW Z4 on Monday morning and even more difficult driving off in my old Ford afterwards. I thoroughly enjoyed the experience of the BMW Z4 and thank the International Council of BMW Clubs and BMW Mobile Tradition for the opportunity and Josie Camilleri and Natalie Tricarico from Doncaster BMW for their help in making the Z4 available. Would I buy one? If I was a millionaire it would be one of my cars, but since I don't have that amount of money I am very happy to continue enjoying sheer riding pleasure on my BMW R1200 C and enjoy the best in club life with the BMW Motorcycle Club of Victoria.

Further information

BMW Motorcycle Club of Victoria, Australia
www.bmwmcvic.org.au

New New Zealand record – 82 cars in a one-marque race series

BMW Race Series in New Zealand: A visitor's perspective

By Stewart Garmey, BMW Clubs Australia and International Council Delegate



Gerry Hodges leading the pack in his BMW 635CSi

My business is involved in the shipping of containers and air-freight all over the world. Last year I was asked to take care of the shipment of six 40' containers of Formula Junior racing cars from Australia to New Zealand and back again to coincide with the 50th anniversary of Formula Junior racing. Formula Junior was the “nursery” formula for Formula One from 1958 to 1965, and many famous drivers learned their craft driving these wonderful little cars. Powered by 1,000cc or 1,100cc production-based engines (Ford, BMC, Fiat and even DKW), manufacturers included Lotus, Cooper, Elva, Lola, Elfin, Stanguellini, Taraschi, Volpini and Gemini to name but a few. The fact that my brother drives a 1961 Cooper BMC T56 in the series may have assisted me in securing this business!

Once the containers were loaded and shipped, it became necessary for me to travel to New Zealand, just to make sure that everything was OK. Well, someone had to do it!

On arrival at the grand prix circuit at Pukekohe, 45 kms south of Auckland, not only was I presented with the sight of all “my” cars and many more, but an entry of 82 BMWs in the BMW E30 Racing and Open Class of the New Zealand BMW Race Series.

Originated and managed by Gerry Hodges, my compatriot on the International Council and President of BMW Car Club of New Zealand, there was a bumper crop of immaculately presented BMWs in all models and colors.

BMW Car Club New Zealand is a national club of some 350 members, and here were 82 fully prepared racing cars! The standard of preparation and presentation had to be seen to

be appreciated, and the thoroughbred of many of the cars was just as amazing. Among entered cars were an ex works 2002 Alpina, numerous ex works BMW E30 M3s (Bastos, Mobil, Diet Coke and B&H), and the ETCC-winning BMW E46 car of Andy Priaux. Add to this a fine selection of locally-built cars and the stage was set for some fast and close racing around the Pukekohe 2.2 km circuit.



Shortly before the start – everybody lined up

Races are held for BMW E30 racing cars, 318 and 320 models in carefully-designed and managed racing specification, including a control tyre. The racing is very close and all credit to the drivers for their incident-free events. The second group of cars is the Open Class which is open to all BMW cars from BMW E24 6-series down. Again, very close and fast racing is the result. Gerry Hodges races his ex works Group N 635CSi in this class but sadly a failing clutch master cylinder saw the car parked just off the start line in fine view of all Gerry's sponsors!

I was asked to present the trophies to the winners on the day, an honor indeed, and I couldn't help but comment that many of the drivers had mistaken the race day for show and shine, such was the standard of presentation. A great day among great people, and every credit to Gerry and his committee for their hard work in developing this series to such an extent that they set a new New Zealand record for the number of cars entered in a one-marque race series ... 82 cars.

Further information

BMW Car Club of New Zealand
www.bmwclub.co.nz

DERAG – BMW Club Special



MORE INFORMATION: WWW.DERAGHOTELS.COM



WELCOME BMW CLUB MEMBERS!

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 Monday-Friday. Price includes breakfast buffet.

* Valid till 31.12.2009 on request and availability.

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Portrait: BMW Car Club of British Columbia

BMW Car Club of B.C. – 10th Anniversary

By James Westmacott, Director and Past President,
BMW Car Club of British Columbia



Club members and cars at Hope Slide viewpoint

In April of 1998, a small group of 6 BMW enthusiasts met to discuss the formation of a club to promote the enjoyment of BMW vehicles for owners and enthusiasts. This year celebrates the 10th anniversary of the club founding, and from these humble beginnings the club has grown to 425 members whose ownership of BMW vehicles represents a wide cross section of automobiles, from vintage to modern. In 2001 we became a chapter of the newly reformed umbrella BMW Club of Canada, and have grown to be the largest club chapter in Canada.

Our club mission and goal: to promote the enjoyment and sharing of good will and fellowship derived from owning a BMW automobile and engage in such social and other events as may be agreeable to the membership, in harmony with the club's general objectives.

To meet our mission and the expectations of our membership, the club operates a wide range of events throughout the year. We have a very comprehensive driving schools program that offers courses from basic road skills to advanced driver training. In addition there are numerous social opportunities throughout the driving season with our "Fahrt Ins Blaue" program of day drives, picnics, technical sessions and other gatherings. We are fortunate to be located in a part of the world that offers spectacular scenery and our driving activities aim to take full advantage of that good fortune. We run a number of joint events with other clubs in our local area and have joint activities and close ties to the BMW CCA in the Seattle area. The highlight of our event season is our annual BMW Heritage Day and Concours d'Elegance, held every year at beautiful Waterfront Park in Vancouver, where we always get a large turnout of enthusiast vehicles, from vintage to modern, from daily drivers to concours condition.

The BMW Car Club of British Columbia, through its affiliation with BMW Club of Canada, is a member of the International Council of BMW Clubs. This year BMW Club of Canada is the host for the International Council Meeting, to be held in Vancouver 06/09 Sept. We are privileged and honored to be the host city for this meeting and our club chapter is working hard to make this one of the best events ever.



Parking at 1,920 m

We are an active and very social club, for the entire family. You can find a complete calendar of planned events on our club website and we welcome attendance by any BMW enthusiasts, and club members from around the world, who happen to be visiting our part of the world.

BMW Car Club of British Columbia

Founded:	1998
Membership:	425
Type of club:	Automobile club
Website:	www.bmwccbc.org

Diary

There is again a number of promising events in the new year 2008 which you definitely should not miss. Your event isn't listed yet? Then simply send us the respective information.

You will also find a current calendar of events on our website at www.bmw-clubs-international.com



In Tamasopo, Mexico
Photo: Ruben Tenorio

May	May 01 – 04	32 nd International BMW Veterans Meeting in Weimar (D) http://www.bmw-veteranenclub.de/index.php?pcid=17&pdid=55
	May 09 – 11	BMW 6er Club Spring Meeting (D) http://www.bmw6er-club.com/termine.html
	May 09 – 12	35 th Annual Meeting GLAS Automobil Club International (D) http://www.glasclub.org/glas/termine/jt08/jt_08_frm�.htm
	May 19 – 31	70 th Anniversary Rally to Munich of BMW Historic Motor Club UK (UK/D) http://www.bmwhistoricmotorclub.co.uk
	May 21 – 25	18 th BMW 3200 CS-Bertone Meeting, Schwarzwald (D) http://www.bmw-v8-club.de
	May 22 – 25	BMW Motorcycle Meeting in Spiegelau / Bayr. Wald (D) http://www.bmw-club-deutschland.de
	May 22 – 25	Annual Meeting of BMW Coupé Club e.V. + BMW E3 Limousinen Club e.V. in Berchtesgaden (D) http://www.bmw-coupeclub.de
	May 29 – June 01	19 th International BMW 503 Meeting in Anif near Salzburg (A) http://www.wohlmann.at
	May 29 – June 01	10 th Annual Meeting BMW Z3 roadster Club Deutschland e.V. (D) http://www.z3-roadster-club.de
	May 29 – June 09	PYRENEES Tour of the BMW Veteranen-Club Deutschland e.V. (F/E/AND) http://www.bmw-veteranenclub.de
June	June 18 – 22	35 th International BMW V8 Meeting (D) http://bmw-v8-club.de
	June 26 – 29	30 years BMW M1 – 42 nd International BMW M1 Club Meeting in Munich + Tegernsee (D) http://www.bmw-m1-club.org

Further information

All websites given in this newsletter are listed here for quick reference

Clubs:

- www.bmwcca.org
- www.bmwccvic.org.au
- www.bmwclub.co.nz
- www.bmwccbc.org

Events:

- www.bmw-veteranenclub.de
- www.bmw6er-club.com
- www.glasclub.org
- www.bmwhistoricmotorclub.co.uk
- www.bmw-v8-club.de
- www.bmw-club-deutschland.de
- www.bmw-coupeclub.de
- www.wohlmann.at
- www.z3-roadster-club.de
- www.bmw-m1-club.de



The BMW M1 turns 30 this year
Photo: Josef and Christiane Baekelandt