



# Council **News**

1/12

BMW Clubs International Council Newsletter



## BMW ALPINE xDRIVE

**SKILL & VEHICLE  
CONTROL**

The BMW Slalom Cup

**LADIES WITH A  
NEED FOR SPEED**

Ladies M Driving School

**IMPORTERS  
INTERVIEW**

Larry Koch, BMW NA

Dear BMW Club Members,

In my first editorial for 2011, I wrote about the 30<sup>th</sup> anniversary of the BMW Clubs International Council and the entrepreneurs who founded it, and the plan for raising the visibility of the International Council the Board had for 2011.

With the support of our friends at BMW Classic, we were able to execute these plans. By having the Board meeting in Essen, Germany, the Board was able to attend the Techno Classica in April, and then Ian and I were able to attend BMW Motorrad Days in Garmisch-Partenkirchen, Germany, and the BMW Clubs Europa Meeting in Mayrhofen, Austria.

This culminated in the Council Meeting in September in Berlin, where we visited the BMW Motorrad factory - first time for a lot of us - followed by the celebratory dinner and having the opportunity to meet and listen to Dirk Henning Strassl and Dr Horst Avenarius's recollection of the olden days. From attending these events we have also learned that while the international BMW Classic and Type Clubs have an excellent exhibition at Techno Classica, it can be vastly improved at BMW Motorrad Days, where the clubs that were present had to share with other exhibitors, club attendance wasn't coordinated to be in a central place, etc.

Following the favourable feedback from members at these events, the Board then agreed that in 2012 we shall cement the initiative of increasing and improving the visibility and profile at both these events of the Council and its member clubs.

To achieve this goal, we requested BMW Classic to assist in improving the situation at BMW Motorrad Days, which is taking place from 6 to 8 July 2012 in Garmisch-Partenkirchen, Germany. At the moment the idea for 2012 is to have for the first time an own home for the BMW Clubs at this event. The organisers have agreed to provide a space for the clubs in order to have a single point of focus for the clubs – the final format is to be confirmed. All the umbrellas have also been asked to consider attending – as their presence would be required achieve this.

Reminiscing during the old year about all of this reminded me of a remark by Dr Horst Avenarius to Ian Branston at the 30th anniversary dinner: Ian, who has been working on a project to research and document some of the Council's history, was quizzing Dr Avenarius on some of the finer details of the past, and Dr Avenarius commented that this must be done with caution – as what is documented will become the history.

Quite a thought-provoking observation – specifically in this modern age of media, where what is written in an instant on a blog or instant message becomes published in seconds worldwide and is seen as factual.

Writing our own history is such an important part of club life, as it affirms our vision and goals. So to all those writers out there – please keep writing, also for this newsletter, but please make sure it is done accurately, as you are creating our history!

**David de Bruyn**

Vice Chair Motorcycles

BMW Clubs International Council



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# BMW 3 SERIES SPECIAL NEW ISSUE OF THE BMW CLASSIC LIVE MAGAZINE

The first BMW 3 Series was presented in 1975. Now the latest model is going on the market - the sixth generation. Over the years, the BMW 3 Series has secured a place for itself in history, not least as a successful premium automobile within its segment. The BMW 3 Series is the key feature of the current issue of the BMW Classic live magazine, too.

We present all six generations, explain the technical innovations and design features, and show the characteristics which all models have had in common over the last 35 years. Motor racing achievements right from the outset demonstrate that the BMW 3 Series is rightfully regarded as a sporty car. And if you think the first generations are ripe for the scrap heap, you should be sure not to miss the travel report featuring two 3 Series touring models of the second generation on a trip from Germany to the Middle East. And of course BMW 3 Series drivers and fans of all generations have their say. After all, over 12 million people all over the world have opted for a BMW 3 Series.

BMW Classic offers the magazine "BMW Classic live" to all official BMW Clubs and their members once again at a preferential price of EUR 4.40 each plus postage. The minimum order quantity is 10 copies. Orders can be placed through delegates or individual Clubs and are sent out collectively to the Club address to be forwarded to individual members. Unfortunately we cannot accept orders from individual Club members.

This is an example of the advantages available to official BMW Clubs through their membership in the BMW Club International Council.

On the pages that follow you will find an extract from the current BMW Classic live BMW 3 Series Special with the report on the Allgäu-Orient Rally. We hope to have aroused your interest in the new issue.

If you would like to place an order, simply contact the BMW Clubs International Office (e-mail: [Kati.Hockner@partner.bmwgroup.com](mailto:Kati.Hockner@partner.bmwgroup.com)), who will then send you the order form.



# TWO 3 SERIES CARS ON TOUR IN THE DESERT

Paul-Janosch Ersing



There really can't be a more civilised way to recycle scrap metal. "Youngtimers", classic cars and more recent used cars drove more than 5,000 kilometres along country roads from the Bavarian town of Oberstaufen to Amman in Jordan. What's more, they drove without any GPS navigation. Speed was not the main consideration. Solving some rather tricky situations was more important on this particular trip. The Allgäu-Jordan Rally is an event positioned somewhere between a crazy adventure trip and a well-intentioned aid project. When the vehicles get to their destination, they are donated and the proceeds are contributed to local projects run by the World Food Programme of the United Nations. The other rules are very simple indeed. The cars are only permitted to drive a maximum of 666 kilometres each day, and the automobiles taking part must be at least 20 years old – or have a residual value of less than 1,111.11 euros.

However, you need to purchase such a car before you can take it to Jordan. The inside rules for Team Number 3 were quite clear. The car needed to be reliable, roomy and have a powerful engine. The search for a suitable rally vehicle quickly settled on a BMW 318i touring. The streamlined contours were another argument for purchasing two cars from the first 3 Series touring generation that were as similar as possible. After all, the cars would attract a lot of curious looks on the rally – they are quite simply eye-catchers.

Today's used-car market mainly takes place online. A few clicks of the mouse brought up a handful of likely candidates for the shortlist. Five vehicles were inspected within the space of a few days. The first visit took us to a rather dark courtyard in the northern part of the Black Forest. We found an unlicensed BMW 318i touring with black metallic paintwork and impressive alloy rims just waiting to be whisked off to Eastern Europe on the next car transporter. According to the seller, the estate car – manufactured in 1989 – had been very well maintained, had been kept in a garage, was a collectors' vehicle, a senior citizen's car, and a non-smoker's car all at the same time. The decision didn't take much time. We bought the 3 Series touring on the spot. A few days later we came across a second suitable car – with red paintwork and 180,000 kilometres on the clock.

The adventure taking us from Bavaria to the Middle East started on a sunny day at the end of April. Two cars generating 113 hp were positioned on the starting grid; the two recent classics were freshly polished and emblazoned with brightly coloured stickers provided by a number of sponsors. The team name with the logo of our own invention adorned the side of the car:

A drift test was part of the rally through the desert to Wadi Rum, the destination in Jordan.

Photos: Gudrun Muschalla





BMW 3 Series Fleet. The launching pad had been set up in the middle of a marquee, where lots of people in brightly coloured outfits were eating Bavarian Weißwurst veal sausages and pretzels and quaffing alcohol-free Weißbeer brewed from wheat. At last, the starting signal sounded and more than 250 vehicles cheerfully gobbled up the kilometres on the initial leg of the rally as they headed to the south-east.

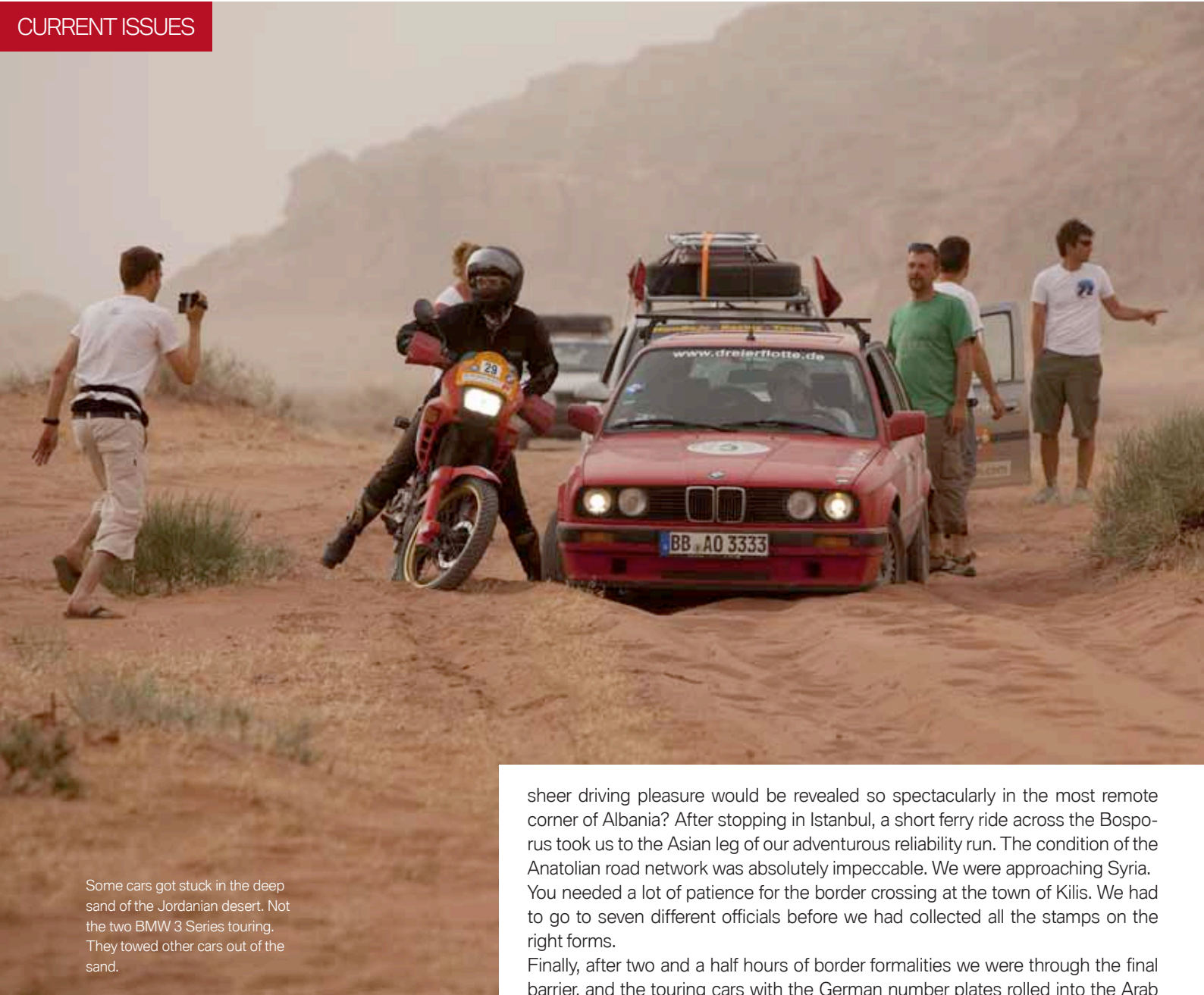
Istanbul was the only intermediate stop to be defined for the rally. All the drivers taking part in the rally had to meet there in four days' time. The team strategies for the perfect route could hardly have been more diverse. While some of the competitors had meticulously planned their route in advance and calculated the journey down to the last kilometre, others simply drove off and worked things out as they went along. Shortly before we got to the Brenner Pass, the four-cylinder engine powering the red 3 Series began to play up. The engine started an intermittent fault when it failed to respond to the accelerator pedal despite all the efforts of the driver behind the steering wheel. The first unscheduled stop was therefore the BMW dealership in Innsbruck. Perhaps it was the air volume meter – or the rubber hose. There again, maybe the fuel filter was blocked. The mechanics at the service centre were very friendly and willing to help but there didn't seem to be a quick fix for this one. We had to press on. We pushed back the sliding roof – and off we went. The BMW 3 Series Fleet was accompanied by an occasional coughing sound from our engine as we drove along the route to the Middle East. After enjoying a sunny breakfast in Ljubljana, we reached the Croatian border following a two-hour drive. At the last fuel station on the Slovenian side, a policeman on a BMW motorcycle approached and admired the two 3 Series cars complete with stickers. The young law enforcement officer explained in halting English that he was a big fan of the Bavarian brand. He said that he had to record our meeting for posterity with the camera on his mobile phone. Then he posed between the rally cars giving the thumbs-up and wished us all the best for the rest of our journey. After this friendly encounter, we drove along the eternal Croatian coast road towards the south. The four-cylinder engines were running smoothly and we felt good about reaching the final destination of our tour. The BMW 3 Series Fleet drove past Split and Dubrovnik and on to Montenegro. Here, the landscape, the people on the streets and not least the roads themselves underwent a change. Everything became wilder, rougher and more rugged. When we crossed the border into Albania, the number of potholes increased dramatically. Half-finished houses reared up like concrete skeletons on the left and right of the road. As we drove further east, villages became few and far between, and donkey carts shaped the scene on the excessively wide, freshly asphalted roads. At times, the journey resembled a film where the playback speed could be determined by each individual. The cars were able to power ahead on well-maintained country roads driving at speeds in excess of 100 km/h. The BMW rally cars made good progress, the cornering ability of the two fully-laden touring cars leaving the other rally teams green with envy. Who could have imagined that the legendary



Convertible feeling in the 3 Series touring. Part of the rally route took the BMW 3 Series fleet along the coast.







Some cars got stuck in the deep sand of the Jordanian desert. Not the two BMW 3 Series touring. They towed other cars out of the sand.

sheer driving pleasure would be revealed so spectacularly in the most remote corner of Albania? After stopping in Istanbul, a short ferry ride across the Bosphorus took us to the Asian leg of our adventurous reliability run. The condition of the Anatolian road network was absolutely impeccable. We were approaching Syria. You needed a lot of patience for the border crossing at the town of Kilis. We had to go to seven different officials before we had collected all the stamps on the right forms.

Finally, after two and a half hours of border formalities we were through the final barrier, and the touring cars with the German number plates rolled into the Arab republic. We drove through Aleppo, Palmyra and Damascus before the route took us to Wadi Rum, also known as the Valley of the Moon, in Jordan on the eleventh day. Handling competition and speed test: On the morning of the last rally day, the BMW 3 Series Fleet had to undertake two final tests on the royal camel race track located at Wadi Rum. The black 3 Series drove the slalom course with its customary speed and went on to the next exercise with an air of optimism. The test was to drive along a thin line, executing a perfect circle with a radius of some 15 metres. Both the 3 Series then had to immediately take to the speed circuit and race round the camel track.

The race round the track saw a test of strength with a team that had got off the starting blocks just before our BMW cars. The rear-engined cars from other manufacturers were overtaken at the last bend. However, the fine sand highlighted the fact that ordinary used cars simply haven't been designed for rallies in the desert: bumpers were ripped off, oil sumps were stove in, and exhaust systems on the track turned some cars into scrap. Others had more luck. The red and black 3 Series touring cars drove over the finishing line after 5,000 kilometres with no breakdowns or accidents. One of the team members suddenly suggested during an improvised farewell ceremony held in a sprawling hotel car park in Amman that perhaps the cars we had come to love should be driven back to Germany again. This struck a real chord in the competitors' hearts, but mind over matter indicated that rules are rules. These two BMW touring cars were a donation for the people of Jordan.



# WHAT PEOPLE ARE FOND OF, THEY LIKE TO SHOW OFF

Ilka Huss, BMW Clubs International Office



Wedding of our BMW colleague Dr Torsten Dilly in Deidesheim. Mr Peter Würz, member of the BMW Veteranen-Club Deutschland e.V. provided his lovely BMW 502 as wedding car.

Word has got around – you can find the right vehicle for every occasion in the BMW Club scene. BMW Club members have frequently made their elegant vehicles available for a wide range of events and activities. And people are impressed with the impeccable state of the cars as well as the dedication and commitment of club members. For this reason, here at the BMW Clubs International Office we are getting increasingly frequent requests from BMW AG for us to provide vehicles for the most diverse occasions. For example, one project involved collaborating with Paramount Studios in California where a vehicle was required for a video shoot with pop star Katy Perry. An appropriate vintage motorcycle was needed for a Lady Gaga video. Furthermore a club member from the west coast of the USA provided his beautiful BMW 328 for the shoot in Laguna Seca, along with the new BMW 328 Homage Car designed by Adrian von Hooydonk. Members of the International BMW Classic and Type Clubs Section also make their wonderful vehicles available for annual trade shows such as the internationally renowned Techno Classica in Essen and the increasingly

popular Retro Classics in Stuttgart. Club vehicles are particularly in demand among BMW sales outlets since they like to make use of them to support the launch of new models. Currently, dealers are looking for Club vehicles to showcase the launch of the new BMW 3 Series. And Club vehicles are often in the spotlight at smaller-scale events, too. Special vehicles are often requested for weddings or to support museum exhibitions, for example. One vehicle was even placed in the hotel lobby for the International BMW Clubs Council Meeting, attracting the attention of hotel guests and passers-by.

**Club vehicles are always a real eye-catcher.**

Perhaps you have vehicles in your club which would be perfect for attracting interest at a special occasion. We hope very much you will be able to support us.

There is considerable variation in terms of expense allowances and the way gratitude is expressed. It may take the form of an invitation to the event concerned or professional photographs of the project. And of course it is always worthwhile writing about it in your local club publication.

WE LOVE CARS





# BMW ALPINE xDRIVE IN NEW ZEALAND



## DRIVING EXPERIENCE ON ICE AND SNOW

**Gerry Hodges**, President of BMW Car Club New Zealand

Over the years of my BMW ownership and involvement with the BMW Car Club New Zealand, I have attended a number of BMW driving events around the world; however when I got an invitation from Mark Gilbert, Managing Director BMW NZ, to attend the BMW Alpine xDrive programme at the Southern Hemisphere Winter Testing Grounds at Cardrona in Central Otago, I was thrilled. Driving on ice and snow is something I have never done before and I have always been keen to give it a go.

The three days prior to my flight to Queenstown, NZ had the heaviest snow falls seen in many years and Queenstown airport was closed. Luckily it opened on the morning of my flight and when

we arrived in Queenstown, it was a beautiful clear, picturesque day with lots of snow on the ground and the whole Queenstown Basin looking absolutely wonderful. Our accommodation was at the fantastic Millbrook Hotel. Driver's briefing was held at 6 pm where we were informed of the following day's arrangements. Introductions were made all round; some of the people I knew, but I was quite surprised to find a contingent of Australians that had made the trip especially to partake in this course. Introductions continued that evening over a very pleasant meal at the hotel.

Next morning at 7.30 am we were picked up by the buses, driven through Arrowtown and up the Crown Range road to the Snow



# -13 DEGREES

Farm Road, almost opposite the Cardrona Hotel. This road in itself is very special, having been the road for the "Race to the Sky" Hill-climb. About halfway up there is a fantastic life-size bronze statue of the late motor-racing legend Possum Bourne looking down over the valley.

We arrived at the testing grounds to -13°C on a crystal clear morning with no wind. We were ushered into the BMW Training room/workshops where we were introduced to our instructors, Mike Eady (Mike and I go back a long way with Driver Training) and Fritz Lanio (BMW Driver Training, Germany). Fritz is a top guy, a very experienced driver trainer and all round fun person. Also on hand to help with the training was Martin Collins and technical training manager for BMW NZ, Lance Roskilly.

First up was a very welcome hot coffee and muffins, followed by a very informative talk by Lance on how xDrive technically and practically works.

We were paired with one other driver and told to take our pick of X5M, X6, X3 or X1. Over the course of the day we all got to drive all of these vehicles.

We drove down to the huge skid pan which is groomed every night and is "dead" level. We then were put through our paces by the instructors, covering slalom courses and braking, using the electronic traction controls that all the X-Drive vehicles have. This was a great learning experience at lower speeds. It showed how you had to be smooth with your braking, accelerating and steering using both the dynamic traction control and dynamic stability control, as well as ABS of course. We did some exercises with all the electronic aids turned on and some with them turned off – what a difference. The DTC allows controlled wheel spin or drift and the DSC kicks in when only when absolutely necessary.

We then moved on to the skid pan proper, which was a lot of fun – doing complete circles of the skid pan in over-steer slides. There was lots of arm twirling and modulating the accelerator to hold the perfect over-steer slide all around the bowl with lots of encouragement from Fritz over the RT! And oh, the sound of the X5 M!

Next up we used the hill descent control and were given instruction on the proper application of ABS. The hill descent control was very impressive on a slippery, icy slope.

After lunch there were a couple of gymkhana-type exercises set up on the bowl. We were encouraged to get around these as fast as we possibly could, with the instructors timing us and "as I'm not very

competitive behind the wheel" (yeah right - Ed), I decided second is the first loser and so went out and gave it my best shot and ended up setting the fastest time of the day – Yes! Always good to beat the Aussies!

After the competitive events, we drove on a five km road course, with ice banks. This was a real eye-opener – it appeared like the Swedish Rally, as everything was white and the snow banks were about two metres high, making it very hard to pick apexes. However it was lots of fun bouncing off the snow banks and a real challenge to be smooth. I could have driven round and round these roads all day!

The icing on the cake was doing some fast laps around the snow roads, with the instructors in the M3 (on snow tyres) and the X5 M. Great skills, Mike and Fritz.

So the day finished with a trip back down the hill, some refreshments at the Cardrona Hotel (very pleasant), followed by a dinner and prize-giving back at the Millbrook Hotel.

All in all, I thoroughly enjoyed the BMW xDrive Alpine experience. I believe it is probably the best BMW Driving event I have ever attended. For 2012 we are hoping to get a group from the BMW Car Club New Zealand to participate in this event. I will certainly be pushing it, as I believe it is worth every cent. It was very enjoyable and a great learning experience.

A big thank you to Mark, Pip, Mike, Fritz, Martin and Lance for making this day so enjoyable and memorable.

Anyone interested in attending this event next year with the club, please contact me via email [gbhodes@xtra.co.nz](mailto:gbhodes@xtra.co.nz) or phone +64-(0)274 925 040.







“I CAN FEEL THE JOY”

## THE LADIES WITH THE NEED FOR SPEED

Text and photos by **Jackie Bechek**, participant in the second Ladies Only Driving & Spa Getaway

The second Ladies Only Driving & Spa Getaway, offered by the BMW CCA in mid-April, combined a unique driving experience with a luxurious vacation for eleven BMW loving women. Although each of the participants belongs to a different chapter within the club, we share a love of performance driving – and the BMW marque. We may not be the typical gearheads who repair their own vehicles, but we certainly love the way we look behind the wheel of a BMW – preferably at a fast pace.

Like the first one, this Getaway was planned in conjunction with the BMW Performance Center located near Greenville, South Carolina. Mike Renner, head of corporate sales for the Center, organised the trip for the exclusive benefit of BMW CCA women. The Center provided its very talented professional driving instructors – Larry Parmele, Alison Bormann, and Jim Davis - as well as its BMW 335i, M3, and M5 - for use during our driving and track exercises.

Our trip actually began with a kick-off dinner at an elegant restaurant in Greenville named Deveraux's. That evening we laughed, shared stories, and got energised for driving the next day. In the past two years of running this programme, a unique pattern has arisen: Our groups of about a dozen women have ranged in ages from 25 to 72 - nearly a 50-year span - and yet we become incredibly close during a weekend together. As Wendie Martin from the Oregon Chapter so aptly put it, "Each woman has a reason for being here." Whether we had to arrange multiple babysitters to get away, or simply left our empty nest, we all came to the Getaway to spend quality time with other BMW CCA women.

The Getaway began in earnest at the BMW Performance Center, with Parmele educating us about vehicle dynamics in the classroom before we headed out to practice on the track. The instructors communicated with us via walkie-talkie during each exercise to help give us specific instructions; happily, the instructors use humour, not threats, to encourage better driving habits. "Keep your eyes where you want to go," they repeated, "and your hands will follow." It was a comic reminder that in life, we're not always headed in the right direction, either.

The Getaway programme was custom-designed for us, but it was no less rigorous than normal Performance Center schools, or tempered in any respect. Our exercises included practicing under- and over-steering on the skidpad, proper use of ABS brakes during hard braking, accident avoidance,



and cornering on the handling course. Each exercise demonstrated principles such as the limits of the tyres, braking chemistry, and proper handling techniques, all of which should improve anyone's car-control skills. However, there's nothing quite as frustrating as trying to control a BMW M5 and its 500 horses while spinning in circles on the skidpad! But by the end of the day, we were racing through the han-

dling course in 414-horsepower Competition Package BMW M3s, demonstrating once again that horsepower is truly exhilarating. These exercises are not just theoretical; they have helped us in real-world situations. One guest, Jenny from the Puget Sound Chapter - we're all first-name friends on these excursions - who has twice attended these Getaways, says, "In the last year, I have had to use the skills I learned in emergency braking and on the skidpad. Soon after return-

The Grove Park Inn's \$42,000,000 spa facility boasts seven indoor and outdoor pools, of varying temperatures and climates, complete with waterfalls. Everything about this spa experience is luxurious. We spent the entire day at the spa, and then enjoyed dinner at Le Bistro, a Biltmore Estate restaurant. Every element of this Getaway was designed to encourage maximum relaxation. After two nights at the Grove Park, the journey back to Greenville began with a mountain drive along



ing from the trip [last year], I was traveling at 45 mph when someone turned in front of me - she had a red light - and my husband felt the ABS fully kick in. He noticed how calm and confident I was, and said that if that is what I learned on my trip, then it was all worth it."

After a full day of driving school, the Performance Center loaded our luggage into their most luxurious vehicles, new BMW 750Li and new BMW 550i, and we drove these gorgeous vehicles to the Grove Park Inn & Spa in Asheville, North Carolina. As these larger vehicles are not typically used for instruction, this road drive really showcased their finest luxury and appointments. Everyone was delighted to be driving these vehicles after an exhausting day on the track, and witnessed envious glances of fellow drivers on the Interstate. The Grove Park itself is truly an elegant experience in the Blue Ridge Mountains. At the spa, each of us enjoyed a private room and a pre-arranged 80-minute massage. Some of us ordered additional spa treatments, such as a facial, pedicure, or manicure, but all of us spent the day in our spa robes, even during lunch. We were offered options such as shopping in the charming shops of Asheville or visiting the Biltmore Estate, but we refused to leave our luxurious setting.

the Blue Ridge Parkway, and the adjoining twisting, mountainous roads through North and South Carolina. The vistas from the peaks are breathtaking, and provided lots of camera moments for everyone. The varied terrain also provided another kind of driving opportunity, a chance to experience switchbacks, steep climbs, and exhilarating descents, all of which enabled the women to practice their newfound cornering and braking skills from the driving school - whether they wanted to or not!

During these drives, another special opportunity arose, as we shared the stories of our lives and our love of BMW. On more than one occasion, someone would express relief and gratitude for being in the company of other Bimmerphile women. At times, it's exasperating to keep explaining our love





for our cars – indeed, for the whole BMW culture – to “non-believers.” Even if some of these women do not attend other Club events, such as karting, autocross, or even a car race, we all relished the opportunity to bond with other BMW women. That bond was as intense as our entire weekend. We shared adventures, pitted ourselves against ourselves – and, at times, against each other – and laughed non-stop the entire weekend. As Caitlin from the National Capital Chapter so aptly put it, “The fact that I was able to share an entire weekend with a group of women who love BMWs was honestly a dream come true... to feed off their emotions was something incredible to experience.”

The weekend experience also reaffirmed our love of the BMW marque. We all felt the energy and enthusiasm of everyone working at BMW, from the factory to the Performance Center. “It’s people who made a company what it is and make the product what it is,” said Leslie, of the Delaware Valley Chapter, “and I can feel the ‘joy’ everywhere in the complex in South Carolina!

The cars are exhilarating, but so are the people behind them.” Every year, a couple of women have finished this Gateway trip, gone home, and bought a new BMW. Jenny summarized this Getaway succinctly. “We all came from different areas of the U.S., from the West, the East, the North, and the South,” she said after the Getaway. “We may represent a small population of the BMW CCA membership, but the opportunity you gave us to come together to visit the lovely Carolinas, to drive many models at the BMW Performance Center that we likely would not have the luxury of driving otherwise, and to relax in the Spa Sanctuary at the Grove Park Inn is in itself a one-of-a-kind experience for women who might be apprehensive about participating if men were involved – I know I was! To do something very different, and to open your mind to try new things, is an adventure that is worth unlocking.”

Another set of positive comments came from Gay, our 60-something guest from the Tejas Chapter, “I learned so much in such a short time. If you love to drive fast, you would



love this school event: exciting, fun while learning, actual driving on the track – and best of all, driving different cars. I will never be the same!”

It is true that these women are loyal to the BMW brand, and enjoy experiencing the many facets of the company through driving experiences, the BMW factory tour, or just by talking about our regional CCA chapter activities over a relaxing dinner. Our goody bags, embossed with the BMW CCA logo, properly named us “The Ladies with the Need for Speed!” But the beauty of this Getaway is that we women now look forward to it every year as our vacation, far from the stresses of reality, and in a safe environment where personal challenges are met and celebrated by the friendly camaraderie, laughter, and support of other BMW loving women.

## “WE’LL NEVER BE THE SAME”







## “OPEN DAY” AT THE JARAMA RACE TRACK

**Karl Klobuznik**, BMW Club Series 3 (E21/E30) España

For decades, the famous Jarama race track was Spain's only international racing venue where Formula 1, Formula 2, truck, classic, vintage and motorcycle races were held.

Once a year, the owner of the track - RACE (the Spanish automobile club) – opens it to the public to run a few laps in classic cars. At the beginning of October 2011, the BMW 3 Series Club of Spain (e21/e30) took part once again. This “Open Day” is not about speed racing; it is a day at the race

track spent with like-minded individuals from other clubs. Our Club members very much enjoy this opportunity. Over recent years we have seen increasing interest in this event among members. 13 members took part in 2008, but this year there were as many as 62 who expressed interest, though unfortunately we were only assigned 46 places.

The filling station to the north of the track was our meeting place early in the morning on October 9<sup>th</sup>, and from there we drove into our paddock. We had the second biggest paddock on the entire track. Our session started at 11 am: The race track was reserved solely for us for 15 minutes, enough time for 4 -5 laps. It was possible to take the bends fast or not so fast. We looked great on the race track, with many

BMW E30, several BMW E21, a number of BMW M3 E30 and a few convertibles.

Back in the paddock we parked our cars and were admired by large numbers of spectators. Our neighbours were Spanish clubs with such cars as the Lancia Delta, Ford Capri, Seat 1430, Saab Turbo, Opel Manta, VW Scirocco, etc. 49 clubs in total took part in this large-scale event.

Our brunch is especially worthy of mention. Every Club member brought along something characteristic from their region to eat and drink. Sidra from Asturia, ham from Andalusia, cheese from Galicia and much more besides were laid out in our pit. So we sat down together and talked about our shared hobby. After a busy day, members drove home full of impressions – many had a drive of more than 600 kilometres ahead of them.







## SKILL AND VEHICLE CONTROL

**Jens Muth**, Chairman BMW Club Stuttgart e.V.

It is Saturday morning. The scene is a fairly empty-looking service area somewhere in Germany. Now and again the odd person flits around between a coach and the restaurant.

Yet there is already a sense of urgency. Pylon gates are being set up, a sound system is being tested and some vehicles are having the right tyres fitted. Sports for the masses still exist in Germany! Today the community of the BMW Slalom Cup Deutschland e.V. (SCD) is getting together for one of its annual championship events. Many of the entrants have known each other for years and have been involved from the start. They come from all over Germany, some even from other countries. They get together for a friendly chat about cars, tyres and engine set-ups, as well as about their families and work. And

since it is financially feasible for private individuals, the BMW Slalom Cup is highly popular.

The cup originally goes back to 1987. Wigbert Hill of the BMW Club Alsfeld e.V. had the idea of a slalom event: it was very well received and before long the groundwork had been laid. The Hesse Cup for Motorcycles and Automobiles was created at a foundation meeting on 29<sup>th</sup> November 1987.

It was to be an open competition which anyone could enter.

Initially the entrants came mainly from Hesse, but in the years that followed more and more BMW Clubs from all over Germany joined the community.

In 2002 the championship was given its present name, "BMW Slalom Cup Deutschland": it is aimed at any BMW motorist or motorcyclist in Germany





who would like to take part. And guest entrants with non-BMW vehicles are welcome at all times! Completing a slalom course as quickly as possible demands concentration, skill and a certain degree of vehicle control, too. This is what makes the event especially interesting to young drivers and riders since it gives them the opportunity to get to know their vehicle better in extreme situations but under safe conditions - something which they can benefit from later for regular driving. Now that several entrants have arrived at the service area, it is possible to take the time to view the various vehicles and chat with the drivers or riders. The range of automobiles and motorcycles involved is wide, including the 116 Series, the BMW R39 S and R1100GS and even a BMW Z3 M Coupé with a special body and racing trim - in other words virtually everything any BMW fan could wish for.

Vehicles are offloaded from trucks, tyres changed and a quick breakfast organised. All in all, the atmosphere is very familiar: people help each other, nobody is left on their own - whether passing on advice about the route or lending a wrench. The vehicles are parked in the pre-start area and each entrant runs his laps in succession. There are a total of nine classes (motorcycles/automobiles), with two additional new entrant classes (ladies/men). It is interesting to see how the vehicles are steered through the slalom. There is now an increasing number of women among the entrants, showing the men a thing or two and belying the "woman driver" cliché. Their lap times are often nearly the same as those of their male colleagues. By late afternoon draws all entrants have



completed their laps. Now the more convivial part of the meeting begins. There is coffee and everyone talks about how they did on the course. Once the protest deadline has passed, everyone gets together for the award ceremony. A great day spent in the BMW family gradually draws to a close. Everyone is very welcome to drop by and join in!

**For further information see:**  
[www.bmw-slalom-cup.de](http://www.bmw-slalom-cup.de)

# THE BMW SLALOM CUP



## SMALL BUT POWERFUL!

**Uwe Gusen**, GLAS Club International, with information from Thomas Knaus and Uwe Staufenberg

On the face of it, Manresa is a small, unassuming town, about 60 km from Barcelona. But every two years, it is the venue of one of the main microcar meetings in the whole of Europe. The meeting is organised by Antoni Tachó and has been taking place for many years. His father was one of the first three manufacturers who made the original Spanish PTV microcar, which was produced in Manresa from 1956.

Uwe Staufenberg originally reported from the meeting in 2003, but since then the event has grown steadily from one year to the next, not only in terms of the participant numbers but also the volume of spectators who come along to enjoy the sights. What they all have in common is a love of these small and frequently somewhat eccentric post-war vehicles. The microcars and their drivers have come here from all over Europe, and this year there are even two participants who have come all the way from Argentina, making a total of altogether 90 microcars at this year's event.

Uwe Staufenberg usually travels to this meeting together with Ralf Bösser. This time, while Ralf chooses to attend in his postbox-yellow Goggo Transporter, Uwe has selected one of his more recently acquired rarities, the Goggomobil 350 Fourgoneta, which was produced in Spain. There are actually two Fourgonetas in attendance (the other belonging to Hans-Gerd Leppert) and they are sure to be among the main attractions of this year's event. Only four are known to exist and it has been a long time since two of them have been seen together. But naturally, there are also plenty of other rarities on view. In addition to famous entrants such as the NSU Prinz, Goggomobil, BMW Isetta and Messerschmitt, there are also Bond, Libelle, Janus, Berkeley, and Solyoto models to see and admire, plus a Mochet CM 125. Honourable mention should be given to the fact that Ralf Bösser and his Transporter as well as Meykel Dänecke and Toni Hutter each in their Limousines actually travelled all the way to Manresa and back in their vehicles!

This year's meeting is being held on 28 – 29 May. A quick look at the programme reveals that not only cars but also food and drink



play a major role at this event. Here a comida (lunch), there a cena (dinner) and in-between plenty of other small delicacies.

Day one begins with registrations and a first round of snacks, followed directly by the main highlight of the day. This year, Antoni has arranged for us to visit the de Sallent go-cart track. Although a timed individual race has been planned, for which participants can register voluntarily, it is decided to have an elimination round, with vehicles starting in groups of three to save time. The winner of each heat then goes through to the next round.

There are certainly several exciting racing situations, including a few scratches, but all in all, it all goes smoothly, and nobody is hurt. Our club member Norbert Mylius from Vienna emerges as the winner with his Messerschmitt Tiger. The final race against Meykel Dänecke in a Goggomobil T 250 forms a fittingly thrilling conclusion. Great fun is had by all at this attraction and the ensuing party goes on until well into the night.

The next morning, everybody comes together for a joint trip, lasting several hours. After a good lunch, it is time for us all to leave. Despedida - "Nos vemos en dos años!" ("Goodbye and see you in two years!")

Photos: Thomas Knaus, Uwe Staufenberg and Jules Jordan



Start of the go-cart race: a Vespa 400 framed by Uwe Staufenberg and Ralf Boesser.



In the streets of Manresa.



Meeting point on the Perres Ill.



Michael Humbert with a Solito.

## THE BMW CHROMOSOME

Interview with **Larry Koch**, enthusiast advocate of BMW North America

### What is your position?

As the Motorsport Manager for BMW of North America, I am essentially the BMW enthusiast advocate bringing to US customers BMW's participation in two North American racing programmes – the American Le Mans Series M3 GT programme and the Grand American Racing privateer support programme. I also work with BMW Classic celebrating BMW history in the US with our fleet of historical race cars at vintage races, Concours and club events. As liaison to the US BMW Car Clubs, I maintain a dialogue and implement programmes to foster good will and enthusiasm for all things BMW.

### How long have you been involved with BMW Clubs?

After college, I purchased a pre-owned BMW 2002 tii becoming a club member in 1979. Six years later, I joined BMW working in the Sales, then Marketing departments, always fostering an enthusiast mindset from within BMW. I took over as club liaison in 1998. I have watched a group of passionate vintage BMW owners start the BMW Vintage and Classic Car Club of America, while the BMW Car Club of America doubled in size. Today, both clubs are active, vibrant organisations with over 75,000 members.

### What do you see as the advantages of having a fruitful relationship with clubs and their members?

At BMW, we like to say that club members have a BMW chromosome, making the brand part of their inner being. That is, they are the most ardent enthusiasts and our most valuable customers. Our relationship is symbiotic – we enjoy supporting their fun and they love to tell others about their cars. No other car manufacturer has such a great group of customers ready to expand the owner base and their club membership.

### What does the cooperation with the BMW Car Clubs in America look like?

BMW Clubs in the US are very independent minded. While they enjoy BMW's support and enthusiasm for their endeavors, they want to manage their own programme, as it should be. In the US, we have fostered a very successful "promoter/sponsor" relationship. The club provides opportunities to promote BMW and we sponsor their programmes. There is equal value to each party, maintaining a very friendly but business relationship. BMW of North America values this relationship as good business for both parties and the club enjoys great benefits. Lastly, the club frequently helps BMW with customer satisfaction, hopefully keeping members while BMW keeps customers happy.



### What do you think is the best way you can support clubs?

Using the sponsorship concept, BMW NA supports both the club as a group and its individual members. As a group, we sponsor their annual Oktoberfest convention and "club corrals" at race tracks where BMW competes with the M3 GT and other race cars. The members love the races and they provide a huge BMW presence at race tracks that BMW could not accomplish on its own. For individual members, BMW in the US has for years maintained the "Club Reward" programme whereby members can apply for incentive money on the purchase of their next new BMW provided they have been a member in good standing for at least a year. Members get discounts while BMW maintains a high owner loyalty rate.

### What areas, if any, would you like to improve or change?

There are more opportunities for the relationship to grow which are only held back by available resources from both sides. Clubs are involved in great programmes that require lots of personnel to support. There is only so much either BMW or the club can do at once. The US relationship is very good and only limited by what we can accomplish.

### What do you see as the biggest challenge for clubs in the future?

Two major challenges over the long run: one, as the internet becomes more relevant, BMW owners can communicate online without the need for the typical club publications and programmes. Second, as BMW grows with completely new models and new target audiences, clubs will have to embrace this new breed of BMW owners to grow. Like any business, an inability to adapt to new technology will stagnate growth and in the long term reduces the clubs' importance to BMW.



## MARCH

Working Meeting of the International Council Board in Melbourne, Australia

**10.03. – 13.03.2012, [www.bmw-clubs-international.com](http://www.bmw-clubs-international.com)**

Techno-Classica in Essen, Germany

**21.03. – 25.03.2012, [www.siha.de](http://www.siha.de)**

Retro Classics in Stuttgart, Germany

**22.03. – 25.03.2012, [www.messe-stuttgart.de/retro](http://www.messe-stuttgart.de/retro)**

## MAY

Mille Miglia 2012, Italy

**17.05. – 20.05.2012, [www.1000miglia.eu](http://www.1000miglia.eu)**

BMW 6er Club Meeting Passau area, Germany

**17.05. – 20.05.2012, [www.bmw6er-club.com](http://www.bmw6er-club.com)**

29<sup>th</sup> International BMW Coupé Meeting 2012, Germany

**17.05. – 20.05.2012, [www.bmw-coupeclub.de](http://www.bmw-coupeclub.de)**

BTI on Tour 2012, Germany

**18.05. – 20.05.2012, [www.bti-ontour.bmw-clubs.org](http://www.bti-ontour.bmw-clubs.org)**

Villa d'Este 2012, Italy

**25.05. – 27.05.2012, [www.concorsovilladeste.com](http://www.concorsovilladeste.com)**

## JUNE

BMW Z1 Club celebrates “25 Years BMW Z1”, Germany

**02.06. – 09.06.2012, [www.bmw-z1club.de](http://www.bmw-z1club.de)**

Annual Meeting of the BMW 3er Club (E21/E30) e.V., Germany/Austria

**14.06. – 17.06.2012, [www.3er-club.de](http://www.3er-club.de)**

## AUGUST

BMW Car Club Great Britain's National Festival and 60<sup>th</sup> Anniversary celebration in Gaydon (UK)

**18.08. – 19.08.2012, [www.bmwcarclubgb.co.uk](http://www.bmwcarclubgb.co.uk)**

International Rally of the BMW Z3 Club Vierwaldstättersee 2012, Switzerland

**19.08.2012, [www.bmwz3club.ch](http://www.bmwz3club.ch)**

International Meeting of Isetta Club 2012, Germany

**24.08. – 26.08.2012, [www.isetta-club.de](http://www.isetta-club.de)**