

Council News

2/05

Newsletter of the International Council of BMW Clubs



In May, the BMW Motorcycle Club of Victoria celebrated its 30th anniversary.

Highlights of this issue:

- **Event:** International BMW Motorrad Biker Meeting
- **Event:** Jubilee Annual Meeting of the BMW 3er Club
- **Event:** BMW M1 Club Meeting
- **Portrait:** BMW Auto Club Argentina
- **Diary:** The most important events on the BMW Club scene this year

Working Meeting 2005 in Salò / Italy

Board members of the International Council of BMW Clubs and staff from the Club Office in Munich along with representatives from BMW Mobile Tradition met in Salò, Italy on 20 and 21 May. During this working meeting a wide range of matters currently before the International Council of BMW Clubs were considered and discussed. Such working meetings provide the platform for the full Council Meeting

usually held in September each year and in 2005 this proved to be the case once again. Board members were heard to say perhaps the working meeting should be renamed the work creation meeting! . . . Continued on page 8.

Content Edition 2/2005

- Page **2** **Editorial / Contents**
Greeting from Dr. Robert Hellman
- Page **3** **Report**
Gear plant in Friedrichshafen celebrates its 90th anniversary
- Page **4** **Report**
BMW Coupé Club Meeting
- Page **5** **Event**
International BMW Motorrad Biker Meeting
- Page **6** **Event**
Jubilee Annual Meeting of the BMW 3er Club
- Page **7** **Event**
BMW New Class Meeting
- Page **8** **Event**
BMW M1 Club Meeting
- Page **9** **Portrait**
BMW Auto Club Argentina
- Page **10** **Diary**
Key international events for the club scene and BMW Mobile Tradition

Further information

Visit the International Council of BMW Clubs on the Internet at www.bmw-clubs-international.com

Publication details:

Responsible: Dr. Thomas Tischler
Schleißheimer Straße 416 / BMW Allee
80935 München
International BMW Club Office
www.bmw-clubs-international.com

Dear BMW Club Members,

The International Council of BMW Clubs represents a wide variety of organizations from a wide variety of places. That is because most clubs are sui generis, made up of individuals coming together out of a common enthusiasm for BMW vehicles, but with focuses that differ from club to club.

By this I don't mean just cars vs. motorcycles either. There are clubs for everything BMW. Some organize regular driving schools and support BMW racing, but also mostly social clubs that like

to sniff the proverbial daisies. There are numerous model-specific clubs (e.g., R90S and M1 registries), along with M clubs and even an Internet motorcycle club that exists only in cyberspace. How do these disparate groups stay in touch with each other? Through the Council. There are some clubs that came into being with strong financial support from BMW subsidiaries, but there are others that began as consumerist pressure groups. It follows that, here and there, relations with the company can be uneven from time to time – and here, again, is where the Council will step in, as an honest broker.

Because we have seen it all before.

But there are other, related International Council of BMW Clubs tasks just as essential, and these are: to articulate the value of clubs to the occasional company skeptic, and also to explain the company's role to the occasional club rabble-rouser. Both company and club, after all fancy themselves as the "real heart of BMW." This makes for some lively arguments.

To the company skeptic we say, the Council and the clubs show the world that the BMW brand is so special that people organize their free time around it, pro bono.

To the club rabble-rouser we say that the company cares enough about its core market to make it official policy is to support its clubs, and the Council's annual meeting with Mobile Tradition is tangible evidence of that commitment.

After years of working with car and motorcycles clubs (owners of vintage, exotic, racing or everyday BMWs), I think I see what unites BMWs and its clubs, and that is a reverence for what the marque stands for: the creative tension between tradition and technology. A romantic, metaphysical concept, perhaps, but true from the beginning.

BMW owners know that their machines, whether car or bike, have always been more than the sum of their parts unique. Many BMWs come at a premium price, but that is a reflection of their technological flair.

BMWs are forever interesting, and it is interest, after all, that sustains longterm romance. Ask our club in Düsseldorf, where they have been carrying the torch since 1928.

Dr. Robert Hellman
Vice Chairman Motorcycles



Vice President Dr. Robert Hellman astride a prototype of BMW's Boxer GS police motorcycle.

Gear plant in Friedrichshafen celebrates its 90th anniversary

A company anniversary is celebrated in style.

By Klaus Jansen

ZF of Friedrichshafen held a celebration to mark its 90th anniversary on Sunday 3 July. Invitations were sent to employees, former employees, customers and friends of the company, as well as to the general public. The location for the event was the modern R&D Centre which is surrounded by greenery.

The event also provided an opportunity for cars featuring ZF products to be demonstrated, cars by many manufacturers, amongst them virtually all the models in the current BMW range. The highlights, which were set out between the production halls, were constantly surrounded by visitors.

All areas of the R&D Centre were open



The belles of the ball were a real hit.

and signs helped visitors to find their way around the vast site. The employees couldn't have been more eager to show visitors their work bays and explain how operational and development processes work. Of particular interest and success were the physical trial setups demonstrated, which gave visitors (who were more than welcome to try the equipment out) a better understanding of technical processes. Throughout the day, great emphasis was placed on giving interested spectators a real hands-on experience. The demonstrations were complemented by functional models of gearbo-

xes, steering assemblies and other components.

Of course, the anniversary celebrations had to include 90 passenger cars, trucks and buses dating throughout the company's history. Once of the highlights, in fact the star of the show at least for "Brummioldies", must have been a blue 1952 Krupp Titan featuring a 3-axle trailer typical of the period, restored meticulously to absolute perfection. A large number of BMW cars restored to a very high standard were also on view in the open air alongside many other makes, some under tent roofs. Reflecting the market strength of the brand and the importance of the manufacturer as a customer of ZF, the BMW cars from various decades were a dominant feature amongst the classic passenger cars on show.

The 1930s were represented by a BMW 327 convertible and a BMW 328 Mille Miglia and the 1950s by a BMW V8 in both saloon and convertible models, as well as another special edition Autenrieth convertible, plus a BMW 503 Coupe and a BMW 507 Loof prototype. The emergence of new products and resurgence of the BMW brand in the 1960s was represented by the last BMW V8 luxury model, an elegant BMW 3200 CS Bertone Coupe with an attractive colour scheme, complemented by a "New Class" BMW 1800 and a Malaga Red BMW 02. Each individual car was accompanied by large colourful display boards listing technical data and giving a brief history. Inside the production halls, professional visitors were treated to more of BMW in the shape of a BMW V8 chassis, some of the inner workings of which had been laid bare for inspection. A large VIP tent had been erected specifically for the owners of the cars on show, providing hospitality in the form of drinks and nibbles throughout the day. Being spoilt by friendly and competent staff is a rare treat at such events.

GLAS was also represented with two cars, a tan green 1300 GT Coupe and a turf green 1700 TS saloon. Not many people remember that the Dingolfing site, with its highly skilled specialists and existing production facilities, was one of the most important contributing factors to if not the driving force behind the rise to supremacy of the BMW brand.



A perfectly restored 1952 Krupp Titan with 3-axle trailer typical of the period.

Sunshine and blue skies provided the ideal weather for the event. On the day, 26,000 visitors made their way to the various buildings on the site, the routes between which, and to the R&D Centre, were serviced by 14 shuttle buses. All the exhibits drew excited throngs of visitors, even the smallest of whom found themselves catered for. Unlike some other large corporations, ZF's social commitment was quite clear. From apprentices to managers, it was clear that everyone involved in the company was delighted to be there and happy to let their visitors know this.

In respect of history too, ZF seems to want to break new ground. The company is considering setting up an archive and in the future allocating a more important role to the components of historical cars (gearboxes, steering assemblies, differentials, etc.).

We were delighted to be invited to the event and were worthy representatives of the brand and the BMW Classic and Type Clubs.

22nd meeting of the BMW Coupé Club

A trip to Tiel/Alphen in the Netherlands.

By Jürgen Baum

Our excursion began at a joint meeting place in Moers. 8 coupés (-1 retirement made 1x E36) became 7 coupés on the road. All of us had already completed the first Whitsun drives as far as Moers. We set off at around 4.15 p.m. and ran into congestion just beyond Nijmegen at around 5.30. Fortunately the sun was shining, which made it pleasantly warm inside the cars with outdoor temperatures of around 27° Celsius. We nevertheless arrived punctually at the Hotel van der Valk in Tiel and settled into our rooms.

Our General Meeting started at around 7 p.m. and was over by 8. It meant we hadn't beaten last year's record of 22 minutes, though the meeting still seemed record-worthy. It became clear that, as a result of "clean-up work", the club had lost 17 members (they had failed to pay their subscription for over 2 years – mind-boggling!!!!!!!!!!!!!! You'd think everyone would consider themselves lucky to be a mem-



Off on an adventure: The BMW Coupé Club.

cold-forged. At the lights I subsequently realised my rev counter had given up. In retrospect I now know why Rainer felt slightly on edge driving behind me. As I moved off, the car stalled while I was working the clutch and my wife shared a somewhat frenzied onward journey to our next meeting point at BMW Ekris. Whenever we stopped I had to brake and accelerate at the same time to avoid stalling, while at the same time ensuring we came to a stop in time! The culprit was a fuse which caused the CS's brake lights (!),

asparagus soup and light, airy Dutch rolls with delicious fillings.

The next outing proved a bit of a challenge. At a checkpoint we had to display our knowledge of our host country in a questionnaire. When we continued, almost all of us were driving in a huddle and mindlessly following the first coupé. It was only when we got to a ferry crossing point (the initial grin on the ferryman's face soon gave way to some rather different expressions) that we realised we had lost our way and 25 coupés had to turn around. A shame we didn't have a camcorder with us. At the next checkpoint – a one-way dirt track at the end of which you could turn your car round – the CS snake was biting its tail. And so the last coupé had to squeeze past the one ahead before the first one could drive out again. But before we left there was another quiz to complete – easy questions like: how much does a rear axle without differential weigh, or which colour is designated by the code 085? Beside the track stood a restored and fully functioning windmill which we had a look at.

For the next photo shoot the coupés were draped around a pond. Then it was on to the campsite, where Gerd and Hetti had prepared everything to serve coffee and cake inside a large tent.

After excellent cake, a bus took us from the campsite to the hotel and then back again. The evening was also spent in the tent, where a chef served suckling pig and other treats. Gerd Mensak handed everyone a "Schumi drink" and it turned into a very merry evening during which the prizes



Trip to Holland – to see the windmills.

ber of our club and pay a debt of gratitude for it.). One very important point to mention is that we have a new skipper, Christoph Bier, who was unanimously elected, as were the rest of the board. Following the meeting we had our customary lavish dinner.

Then, after a night spent recovering from our exertions, the road was finally clear for congestion-free motoring in sunny weather. There were no retirements to report at this gathering. I had braked hard at changing traffic lights and heard brakes squealing behind me. Rainer's red CSL and my Baikal blue 2800 CS very nearly became

starting carburettor, rev counter and other display instruments to fail. BMW Ekris and Klaus Wagner were kind enough to provide me with a couple of fuses so that I was able to continue driving without a hitch. Among other things, the fuse was a 5A instead of an 8A, which also accounted for the failure. At BMW Ekris we first marvelled at all the new products lined up and how a BMW dealer in Holland presents his models. There were some very attractive items on display, but unfortunately the petty cash box wasn't quite full enough for us to drive off in our vehicle of choice. To compensate, we had a wonderful cream of

were awarded. The next morning there were some who definitely looked the worse for wear but gradually recovered during a boat ride. Thanks to reasonably calm waters, the colour soon returned to their cheeks. Once the weather had also settled down into plenty of sunshine and a few thick clouds, the boat tour gradually came to an end.

The evening was at our discretion and we explored the town centre of Tiel. After 20 minutes we had seen virtually everything. However, entertainment was provided by a fairground where we were able to make up for the day's limited driving fun with some bumper car riding. The following day the guest presents were handed out. Everyone is already looking forward to the

next annual meeting, which will in all likelihood centre on and around the Nürburgring.

Further information

Visit the BMW Coupé Club on the Internet at www.bmw-coupeclub.de

5th International BMW Motorrad Biker Meeting

Visit by the BMW Club Sportmotor.

By the members of the BMW Club Sportmotor München e.V.

The fifth international BMW Motorrad Biker Meeting was held in Garmisch-Partenkirchen from 1 to 3 July. Club members started to arrive on Thursday 30



The biker meeting in Garmisch is already very much a tradition – whatever the weather!

June. The first rain of the event fell overnight. The weather on Friday, which was more typical of April than July, restricted members to relatively short trips in the vicinity of the venue. Other members of our club arrived to take up the remaining tent pitches.

The catering was whole and hearty. BMW had provided the event's schedule, which included a variety of exhibits, test drives, presentations of new motorcycles, hang gliding, the HP2 enduroshow, cut price cable car trips, etc. A super evening's enter-

tainment was provided by the "Högl Fun Band". At night, "BMW 2005" was writ large in neon lights on Wank mountain opposite.

On Saturday, our club had an appointment with a crew from Bavarian TV. One of our members, Andreas Oppelt, took a trip with a TV crew from Munich. We took the TV crew on a guided tour of the meeting venue, which covered 20,000 square metres and played host to a number of extraordinary bikes, including a very old BMW car-trailer combination complete with driver in period costume and a GS one-off with aluminium beer barrel on the luggage rack, which had been converted to provide a top case. After this, a number of club members were interviewed about old and new motorcycles, trips they had taken, who is responsible for club organisation, etc.

The day was attended by approximately 30,000 bikers from more than 45 participant countries including South Africa, Russia, Dubai, Australia and Japan. In the afternoon, more than 1000 motor cyclists set off on a parade around Garmisch-Partenkirchen covering a route 75 km in length. Prizes were also awarded to the participants who had travelled from furthest afield, the club most well represented (GB with 212 motorcycles) and a K 1100 RS with more than 400,000 km on the clock. The "Blechblösn" band got the party in full

swing on Saturday evening. Much fun was had by all. Alongside biker meeting caps, various commemorative participant pins also proved popular sellers, along with tickets for a prize draw for a 1150 GS Adventure, special 25th anniversary GS model. Unfortunately the winner was not one of our club members, but our sincere congratulations go to him nevertheless. On Sunday morning, we awoke to sunny skies. Once again we enjoyed a princely breakfast buffet. After breakfast, a service attended by a gospel choir was held for the bikers. We then all packed our things and made our way home. The finished TV report, which was a great success, was aired for all to enjoy on Sunday evening at 6. Goodbye and good luck, here's to our next meeting, 7 to 9 July 2006!



Further information

Visit the BMW Club Sportmotor München e. V. on the Internet at www.bmw-club-sportmotor.de

Jubilee Annual Meeting of the BMW 3er Club (E21/E30)

A time for making friends as well as enjoying cars . . .

By Tabea Wunram and Thomas Schmalohr



At the major annual meeting of the BMW 3er Club (E21/E30).

The title is a quote from our former President Matthias Schotten and in our opinion perfectly captures the mood of this year's jubilee annual meeting of the BMW 3er Club.

On 2 and 3 July, i.e. 30 years to the day that the 3 Series was first presented to the public, the 2005 annual meeting took place in Munich, on the site where the 3 Series received its press launch.

It was the third time we had attended the event and even as early as the first evening we were able to enjoy the pleasure of seeing familiar faces equally as passionate about their cars as us, and other like-minded characters. Our journey to the venue on Friday was rather more gruelling than normal (10 hours). At various points on the stretch between Mönchengladbach and Munich we met other club members but, on account of the heavy traffic and stops, it was some time before we saw them again when we finally arrived at our hotel. In spite of the problems en-route it was fantastic to see so many 3 Series in such great shape travelling along the motorway one after the other and to enjoy introductory chit-chat at filling stations even before the meeting itself had actually got underway.

On arrival in Putzbrunn we took in our

comfortable hotel room which afforded us an uninterrupted view of our car and the entire car park, which was full of other cars owned by club members. In the homely guest house, managing to get through the gigantic Bavarian portions proved a real challenge. However, the huge knuckle of pork on our plates was an impressive sight. Were the happy faces we found ourselves surrounded by due to the food, the beer, the lively conversations or the brand new 3er Club watches? Whatever the reason, we thoroughly enjoyed our first evening in the bar.

Some cars made a very early start on the Saturday with a refreshing shower. Quite seriously, some members met at 6.15 to travel to the nearest car wash, only to find all facilities closed until 7. This meant that these gentlemen unfortunately returned too late for breakfast and kept their wives and girlfriends waiting.

The second "echelon" in the battle against grime was launched just before 7 by those members who had had the foresight to bring their own kits for washing their cars with them.

Later that morning, around 8:30 (by which time, coincidentally, the persistent rain characteristic of Bavaria had started to fall), we had the opportunity to visit the hallowed BMW Mobile Tradition exhibition halls. One of the major highlights of our visit to this treasured collection was the tour provided by our guide, Mr. Grunert, who had an interesting and amusing story to tell about each exhibit. Alongside standard models from 76 years of BMW automobile manufacturing and everything that has made BMW such a success in motor racing, we were also able to admire, for example, the James Bond 7 Series complete with gadgets and even BMW Art Cars (the Warhol M1 was particularly impressive).

Once everyone had made the short trip to the "Bräustüberl" in Maxrain, the long

awaited group photos could be taken on the folk festival car park opposite the restaurant. It was at this point that the rain finally stopped. Incidentally, many thanks must go to BMW for the very palatable snacks, an unexpected treat enjoyed by all members.

After the AGM and the awarding of the prizes for the best turned-out cars, we bade farewell to our President Matthias Schotten, presenting him with a few treats dating from the model year of his convertible (atlas, portable radio, etc.) and a bottle of champagne. The evening drew to a close with a lavish meal, which even the rather gruff waitresses were not able to spoil for us, and a merry get-together in the beer garden.

After a breakfast of salmon on the Sunday morning, most participants set off very early on the long journey home. We enjoyed the annual meeting, and would like to



Visiting the BMW Mobile Tradition Exhibition in Munich.

thank Ralf Ziegler in particular for his attention to detail and commitment in organising the event.

Until the next forum or meeting!

Further information

Visit the BMW 3er Club on the Internet at www.bmw-e21e30.org

20. BMW New Class Meeting

The BMW V8 Club meets in Munich.

By Volker Pehl, NC meetings editor for the BMW V8 Club

Like the first and 10th meetings, the 20th anniversary meeting of the New Class section of the BMW V8 Club once again took place in Munich. As always, the meeting was held under the slogan "Aus Freude am Fahren" (for the love of the drive), ensuring that it was not just a case of meeting in a car park, as unfortunately so often happens.

Diary of events:

On 14 July, as is the case almost every year, participants made the long journey from locations such as Solingen, Hanover and Siegburg (to name just the most far-flung locations). 27 cars came from all over Germany, primarily type 2000 saloons.

from Ludwigsburg and a BMW 2000 Sedan from Augsburg.

On Friday 15 July we took the short trip to see the BMW Mobile Tradition Exhibition at Munich, which is not open to the public. On arrival, participants were split into 2 groups and given a guided tour of the 3 floors of this branch of the BMW Group, learning interesting facts about the individual exhibits from their expert guides. The opportunity to look at the company's legendary Art Cars, all of which – even the Penck Z1 – are represented, was a real treat. We then made our way to the aircraft hangar of the Deutsche Museum in Oberschleißheim, where every effort had been made to provide lunch of the highest



The agenda included a visit to the aircraft hangar of the Deutsche Museum in Oberschleißheim.

ble evening socialising in the beer garden. On Saturday, the convoy took a trip to the hydroelectric plant at the Neufinsing storage reservoir. During an extensive tour of the plant, participants were able to see the old turbines and a collection of flotsam found in the scourer. This included for example a Dixi site loo, a VW Scirocco, a revolver and, of course, a message in a bottle. During the break for lunch, a large number of BMW drivers sprang open their boots, providing the perfect opportunity to purchase parts and documentation. The convoy then took the scenic route back to the hotel. The evening included a candlelit dinner attended by the Head of BMW Mobile Tradition, Mr. Holger Lapp. In his speech, Mr. Lapp of course paid tribute to the activities of the club and its members' commitment to preserving the BMW heritage.

In reflection of the regard in which the club is held, the BMW Group sponsored the book about the history of the BMW awarded to Ralf Ulrich for the oldest participating car, a BMW 1800 TI from 1964. Sunday brought with it a short trip to a country pub taking in stunning views over the Erdinger Moos, where the group enjoyed another meal together. After this, the band of old BMWs took their leave and set off on their routes home in various directions of the compass. More information under: www.bmw-v8-club.de



BMW New Class Meeting 2005.

However, 6 of our number were accounted for by seldom seen Coupe BMW 2000 C and BMW 2000 CS V8s. That evening, familiar faces were able to catch up in typical Bavarian style during a social get-together in the beer garden of the BMW conference hotel. Some participants enjoy friendships dating back 20 years. Two teams came to the very first meeting with their cars, a 1967 BMW 2000 Automatic

culinary standard. Once their appetites had been satisfied, participants were able to take a look around this part of the Deutsche Museum. Entrance had been included in the registration fee. The car park within the grounds of the aircraft hangar proved a particular highlight because of its proximity to the world's largest double-decker aeroplane, an Antonov. Once again, participants spent an enjoya-

Working Meeting 2005 in Salò / Italy

By Ian Branston, Chairman International Council of BMW Clubs

(Continued from page 1) . . . The fact there is a high level of activity, both at the Board level and within the Club Office, is a good sign. It means we are not stagnant, we have new matters to consider, new clubs to accept into the global family and improvements to the way we conduct our club business. Set out below is a brief summary of what was considered.

Bringing clubs into the global structure of the International Council of BMW Clubs is always high on the agenda and this meeting was no different. Attention was given to the Horizon 2002 Club in France, the progress of new clubs in South America



During the working meeting.

as well as ongoing issues in New Zealand, Japan, Canada and Europe. Asia attracted considerable focus in view of the potential for 10 national umbrella organizations in the region and more work will be done in this area that might result in a regional umbrella.

Other major topics were communication and the new

website. The Board of the International Council of BMW Clubs considered new and innovative ways of using the website as our major communication platform, some of these will become evi-

dent in coming months as the website develops. A range of other administrative matters were on the agenda and these included



Ian Branston makes fun!

the nomination process for International Council recognition awards, the potential and desirability for the International Council to obtain sponsorship, probation periods for newly accepted clubs, Internet and Virtual Clubs, potential amendments to the Constitution and requirements to be met by clubs wishing to host a Council Meeting.

Forward planning also received the attention of the

Board, especially in relation to the preparation of a 5-year plan and the 2006 International Council Meeting. Thinking of how to mark this special occasion was a suitable point to finish the meeting and move onto other things such as the Mille Miglia in nearby Brescia. But that's another story.....

39th BMW M1 Club Meeting

M1 Pferdestärken in Brissago/Schweiz.

M1 horsepower in Brissago/Switzerland.



BMW M1 on the move – a rare sight!

1 June 2005

The day before the official start, 26 teams from the BMW M1 Club made an intermediate stop and met in the Hotel Goggl run by R. and E. Wiedner in Landsberg am Lech.

2 June 2005

It had been agreed to make an early start, and at 7 o'clock we set off from the hotel, escorted

to the motorway by the Landsberg Police in order to meet up with the 13 other participating teams in Chur for the official start of the Brissago Rally. We were accompanied on our journey by ntv. The convoy of 39 (!) BMW M1s moving through the Viamala Gorge towards the San Bernardino Tunnel was a magnificent sight. We reached the tunnel's northern entrance

in next to no time. As we had been given special permission with the "green light" to continue straight through, it was full steam ahead. We reached Brissago on Lake Maggiore at 3 p.m. The location presented itself in its most favourable light. We were greeted and welcomed by Mayor Kuchler outside the town hall. Our President thanked Mr. Kuchler for his hospitality in "surely the most beautiful place on Lake Maggiore". Once we had checked in at the hotel we met for an evening meal on the terrace overlooking the lake by nightfall. A fitting end to a wonderful day.

3 June 2005

Today's events were to be all about relaxing. Once the M1s had completed a trip around Brissago, we met for a tour of Dannemann, a cigar plant. Our visit ended with a typical Ticino risotto and a sample "smoke" from the Dannemann collection, enjoyed in the "Grottino Dannemann", directly overlooking the lake.

We then took a boat trip around Brissago's islands. The islands' Mediterranean climate encourages the growth of flowers, trees,

etc. which would otherwise only survive in more southerly regions. We enjoyed aperitifs on the beautiful lakeside terrace before going inside to the island restaurant for our evening meal. The day drew to a close on the hotel terrace.

4 June 2005

Following a walk to take in points of local interest, in accordance with the schedule, we moved our BMW M1s from Dannemann's car park to the lakeside promenade. The late afternoon had been reserved for the BMW M1 Club's member meeting.

Pre-dinner drinks were held in the beautiful hotel garden and the exquisite meal was followed by the awards ceremony. Our President Wolfgang Melter did not hesitate to take this opportunity

to thank the organisers and all who had helped to make the event possible.

5 June 2005

Sunday had been reserved for leave-taking, which the hotel brochure quite rightly told us would be no easy task. One thing we do know for sure: Grazie e arrivederci Brissago – we look forward to visiting the Hanseatic city of Hamburg in 2006!

Further information

Visit the BMW M1 Club on the Internet at www.bmw-M1-Club.org

BMW Clubs: Portrait

BMW Auto Club Argentina.

By Juan Carlos de Leon, President

Although our activities commenced in 2003, we were not legally registered until 7 January 2004, the date now considered as the date of our foundation.

We have a management committee comprising ten founder partners and sub-com-



The BMW Auto Club Argentina impresses with a large fleet.

mittees who are responsible for the club's major activities: sport, social, and marketing. We now have 42 new active partners and 110 associate partners.

Our objectives for this calendar year are: To promote the sport motoring of the brand, to encourage social activities, charity and camaraderie with the intention of raising the profile of the BMW brand in a clear and correct way, to promote the standards of driving and road safety and ensuring that these are met by the members of the club, to collaborate with all the divisions of BMW AG in Munich, with authorised dealers, with police authorities and institutions responsible for road safety, to promote the restoration of old BMW cars.

We keep in contact with our associates via e-mail, by organising dinners and by holding meetings, which take place twice a month. At the moment we are working with those less fortunate than ourselves, for example we asked the owners of each car attending our last event, "Elegant and Original", to bring along 6 kg of food each.



A BMW 6 Series sporting number 7 races away.

We are currently planning our next event, where we are intending to make a donation to public education and health care.



BMW Auto Club Argentina in brief

| | |
|----------------------|--------------------------------|
| Club name: | BMW Auto Club Argentina |
| Founded: | 2004 |
| Membership: | 152 |
| Type of club: | Automobil |

Further information

Visit the BMW Auto Club Argentina on the Internet at www.bmwautoclub.com

Diary

Numerous fascinating events that are really too good to miss are planned. Is your event not listed? Then simply send us the details. Also see our website www.bmw-clubs-international.com for the up-to-date calendar of events.



A trip to the mountains for the BMW Coupé Club e.V.

| | | |
|------------------|-------------------|--|
| September | September 10 – 15 | International Council Meeting of BMW Clubs Leipzig, Germany www.bmw-clubs-international.com |
| | September 10 – 18 | International Three-Land-Tour by BMW Veteranen-Club Deutschland e.V. www.bmw-veteranenclub.de |
| | September 15 – 25 | IAA Frankfurt Motorshow Frankfurt, Germany www.iaa.de |
| | September 18 – 23 | BMW CCA Oktoberfest 2005 USA www.tarheelbmwcca.org/oktoberfest.htm |
| October | October 6 – 9 | Celebration RA - Shelbyville, TN USA www.bmwra.org/rally |
| | October 8 – 9 | Veterama Mannheim Mannheim, Germany www.veterama.de |
| November | November 26 – 27 | 40th Anniversary BMW Club of Japan Japan www.bmwclubs.ne.jp |

Further information

All websites given in this Newsletter are listed here for quick reference:

Clubs:

- www.bmw-clubs-international.com
- www.bmw-coupeclub.de
- www.bmw-club-sportmotor.de
- www.bmw-e21e30.org
- www.bmw-M1-Club.org
- www.bmwautoclub.com
- www.bmw-v8-club.de

Events:

- www.bmwz3club.ch
- www.bmw-club-europa.org
- www.bmw-clubs-international.com
- www.bmw-veteranenclub.de
- www.iaa.de
- www.tarheelbmwcca.org/oktoberfest.htm
- www.bmwra.org/rally
- www.veterama.de
- www.bmwclubs.ne.jp



A warm welcome for the BMW Isetta at the Mille Miglia 2005.