



# BMW Clubs' **World** 3/13

BMW Clubs International Council Newsletter



## BMW MOTORRAD DAYS 2013

**BMW MOA  
INTERNATIONAL  
RALLY 2013**

**30<sup>TH</sup> INTERNATIONAL  
BMW COUPÉ MEETING**

**40 YEARS BMW  
DINGOLFING PLANT**

Dear BMW Club members,

Every now and then the time is right for a few moments of reflection. One of these times is now, as I prepare to stand down from my 17 years' involvement with the Council and the last 10 years as its Chairman.

Along the way there have been many memorable moments. These include events such as the IAA in Frankfurt, Techno Clasica, the Mille Miglia, the Villa D'Este Concorso, and of course BMW Motorrad Days. And I think not just of the events, but often the drives to get there. Be it through the scenery of Bavaria and northern Italy, across Death Valley, along the coast near Cape Town or the pristine beauty of New Zealand's South Island.



Events and Council meetings themselves invoke many fond memories, from a unique dinner on the 50 yard line in the Skydome in Toronto, to a boisterous beer or three in the beer tents at several Oktoberfests in Munich.

But one factor remained constant, wherever I was, and whatever I was doing, I was sharing the experience with BMW friends. I have always said clubs are not formed by cars or motorcycles, but by people – passionate and enthusiastic BMW owners. I have had the pleasure of meeting numerous members from clubs throughout the world as well as from the BMW corporate family. I am pleased that many have become lifelong friends.

Now, as I move on from my Council duties I look forward to enjoying more journeys and forming new friendships while maintaining my involvement with BMW Club life. Although, I will now be based on a new continent and driving on the “wrong” side of the road.

Thanks for the memories.

### **Ian Branston**

Chairman

BMW Clubs International Council



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# BMW MOTORRAD DAYS 2013.

**David de Bruyn**, Vice-President Motorcycles BMW Clubs International Council

Planning for the Clubs' attendance started in December 2012 – to ensure the representation of the clubs for the next iteration of the biggest BMW Motorrad event worldwide is exemplary. The result – the biggest event in its history with upwards of 45,000 attendees – yes – 45,000! BMW Clubs then had the privilege to share the tent with BMW Classic – with 11 stands hosting the 6 Motorrad Clubs of Switzerland, BMW Veteranen-Club Deutschland e.V., BMW Clubs European Federation, BMW Motorrad Club France, BMW Club Deutschland e.V., BMW Clubs Europa e.V., BMW Moto Club Slovenia, BMW Moto Club Budva, BMW Motorrad Clubs Italia, BMW Riders Association and BMW Clubs International Council where BMW Clubs Africa was also represented.

The importance with which the event is held by the clubs is shown by their representatives which included most of the presidents or board members of the clubs – including Sabine Benz, Norbert Vincken, Bernard Euzenat, Matz Rosenquist, Wilfried Lichtenberg, Predrag Trkulja, Roberto Frigerio, George Nyktas and Bernard Knöchlein. A sad commemoration on the BMW Motorrad Club France was a photograph of Christian Lakomski, President of the club who was planning to ride his BMW K100RT to the event but unfortunately passed away 2 weeks before the event. Christian was a devoted BMW owner and worked tirelessly for the club for the benefit of all members. Also in our thoughts were Peter Rust from the United Kingdom, who attended in 2012, and Bernd Zierleyn from the Netherlands – who were also lost to us recently – their diligent contributions to clubs have served the clubs for many years. They will be missed.

Multiple tours arranged by BMW Clubs from all over the world also paid a visit to the tent – to mention a few – BMW Motorcycle Club Malaysia who was very visible with their special gear for the event, BMW Clubs Africa and BMW Motorcycle Owners of America. Gianluca, Alice and Matteo from BMW Motorrad Clubs Italia shared some of the statistics from the BMW Motorrad Clubs Italia and the BMW Motorrad Community to demonstrate the Italian participation in the event:

- 1,047 registered Italian associates attended
- 58 registered Motoclubs up to 64
- 34 bikers from Malaysia: admitted, “twinned”, applauded, fed with food and drinks. More than 150 gadget-tyre pressure measurers will be soon travelling on the roads through Malaysia ...
- 10 hours “slept” by Community staff in 4 days
- 323,041 kilometres (about 200,728.37 miles) covered by all our associates to reach Garmisch, equal to 8.06 times the world tour (following the equator line)



Roberto Frigerio summarised the experience as follows: “It has been a real honour for BMW Motorrad Clubs Italia to be an active part of this year event in Garmisch: we all must be proud of figures representing a clear success of attending people! Let me add my personal thanks to all friends of BMW Clubs Europa, International and Classic for the pleasant and very useful time we spent together, it has been a good opportunity to share common opinions and experiences. I’m also pleased to thank our friend Predrag for his special support to awards ceremony of BMW Motorrad Community Italia, a very significant action deeply appreciated by our Italian members. What more can I add ... time will pass fast and we all are prepared for a new big event together?!”

The BMW Classic special exhibition entitled “90 Years of BMW Motorrad” took visitors off on a journey through time: milestones of the brand’s history were displayed over an area of 500 square metres. These included the BMW R32 dating back to 1923 and the BMW K1, not to mention motor racing legends such as Gaston Rahier’s winning bike at the Dakar Rally and various prototypes.

BMW Classic’s own Fred Jakobs presented the new Classic book “90 Years of BMW Motorrad” in public for the first time – look out for this book – it is a real collector piece for all BMW aficionados. He was also on hand in the tent, where you can ask him more about the history of BMW Motorrad.

One of the crowd pullers were the Original Motodrom (Wall of Death) which proved to be a real favourite. The oldest travelling wall-of-death in the world, it featured professional artists performing the most amazing motorcycle acrobatics on classic BMW and Indian motorcycles. The wooden planks were also rattled by a BMW Dixie race car probably the only one in the world. It was in fact so popular that it ran twice as many sessions than originally planned to cope with demand, especially on the Saturday.

Another interesting new exhibitor was the Ace Café London which seemed to attract all the customised café racers – most of which also took part in a Sprint race which was a real crowd pleaser. Another was British stuntman Russ Swift who performed some breathtaking tricks in his MINI, demonstrating that two-wheel travel is also possible in a car.

And giving an impressive display of what is possible on a new BMW R1200GS, was four-times world stunt champion, Chris Pfeiffer. He is always a highlight at the BMW Motorrad Days with his BMW F800R – and once again he performed a breathtaking show on the asphalt of the event arena.

The catering was excellent. It is reported that this year total consumption included 25,000 litres of beer, 10,000 pretzels, 1,500 burgers and 4,800 grilled chicken halves.

The assessment of Alexander Baraka, Head of Events, Trade Fairs and Motorsport Marketing: "Attendance figures exceeded all expectations. The BMW Motorrad Days are a great opportunity for the BMW Motorrad Community to get together every year to ride their bikes, party, talk shop and keep up with the latest products. As the organisers, we are of course especially pleased to see how well guests responded to attractions such as the Sprint and the Motodrom wall-of-death riders. And I can promise all fans and guests that we will come up with a very special program once again for the 14th Motorrad Days next year (4th-6th July 2014)."



# BMW MOTORRAD DAYS 2013.





# BEEMERS, BIGFOOT AND BLUE SKIES – 2013 BMW MOA INTERNATIONAL RALLY.

**Deb Lower**, Rally Chair – Jackie Mulhern and Rick Nelson, Rally Co-Chairs

Many factors go into whether a rally is a success, and one that is very important is the weather. This year it was perfect with blue skies, cool mornings and evenings and warm afternoons for the riders.

The Oregon State Fairgrounds provided a wonderful venue for the rally with garden areas, shaded camping and air-conditioned buildings. Those who braved the trip, whether short or long-distance, were well rewarded for their effort. For a reminder of the experience or a sample of what you missed, check out the pictures in the BMW ON and the MOA website. Over 100 Seminars were presented by members and vendors. These classroom courses covered a wide range of topics including enhancement of riding skills, touring the Americas and other parts of the globe, identification of rider health issues, sharing personal stories about Women Who Ride, and a wide range of “How To” instructions at numerous technical seminars. Rider Performance University (RPU) had a full listing of courses in conjunction with Team OREGON and Puget Sound Safety Off-Road. The SMARTrainer was in continuous use at the MOA Foundation Booth. Challenging GS Giant and GT Giant events were also enjoyed by many participants and spectators.

We had an incredible selection of food, beer, and wine on the grounds. If you are interested, we still have some bottles of the Commemorative Rally Wine – a 2011 Pinot Noir from Arcane Cellars.

Afternoon entertainment beside the beer garden and evening entertainment at the amphitheatre provided musical variety for listening and dancing. Friday evening entertainment, sponsored by the BMW MOA Foundation, included a special prize drawing for a signed guitar. As it happened, the winner from near Spokane, WA area, had his guitars stolen recently in a burglary. Before the rally, he had helped a couple on their way to the rally who had totaled their bike and one was hospitalised. Karma worked for this good Samaritan.



Above: One of the vendors at the Rally, selling and changing tyres  
Below: The event area

The winner of the BMW MOA Grand Prize 2013 F800GT has arranged pick-up of his new bike at the dealer of his choice – BMW Motorcycles of Western Oregon. Congratulations to all of the lucky ticket holders.

A rally can't occur without the planning that goes on for well over a year, but we all know that sometimes the best laid plans can be catapulted off the charts. Fortunately, this year was one with no significant events or causes for concern. We thank everyone who assisted with the planning and who supported the rally by leading a committee, volunteering for one or numerous shifts, the MOA Staff for their tremendous support before, during and after the rally and for everyone who came to the rally. And a special thanks to TeamSalem staff and the BMW Riders of Oregon who really helped make the rally a fun time.

We had an enjoyable time in Oregon. See you next year in St. Paul, MN at the Minnesota State Fairgrounds, July 24 – 27, 2014.



# 2013 BMW MOA INTERNATIONAL RALLY.





# 30<sup>TH</sup> INTERNATIONAL BMW COUPÉ MEETING IN MUNICH.

or “How the BMW Coupé-Club got to know Kamushikasaki”

**Marcel Mevissen**, secretary BMW Coupé-Club e.V.

This year's meeting was held in the beautiful state capital of Munich on 9–12 May. Torsten Vorwerk had put together a fantastic programme, ably supported by the 'E9 Friends of Bavaria', with assistance from the BMW Clubs International Office in Munich.

Hardly anybody wanted to risk missing the meeting, and so the participants descended on the city from five different countries over the Wednesday and Thursday, with a total of 54 coupés and one very special trailer (in E9 design).

On Friday, our very first stop was the headquarters of BMW AG. Despite the inclement weather, the sight of our coupé vehicles lined up outside the group head office was certainly one to behold. In his welcoming speech, Dr. Braun referred to it as a 'museum on wheels' and part of the BMW Museum exhibition, if only for the duration of a few hours.

While the vehicles were attracting admiring looks from passing visitors, we took the opportunity to visit BMW Welt, the BMW Museum, and the BMW works.

Word had got out that the BMW Museum had a turquoise BMW E9 in its 'treasure chamber', and of course there was no way we wanted to miss this opportunity to see it.

This was followed by a two-hour tour of the city, to take in the highlights of Munich, including Nymphenburg, the English Garden, the Alte Pinakothek and the Lehnbachhaus. We also became acquainted with the so-called 'Walking Man', a seventeen metre-high artistic figure in the Leopoldstrasse. The story goes that when the people of Munich looked up at it to find out what there was to discover, they realised that there was actually nothing to discover. Which is why the Walking Man is also known by its nickname of Kamushikasaki.



An eye-catching scene for passing visitors: The coupés of the club members lined up in front of the BMW Museum.



After this tour, we all returned to the hotel to freshen up and have a snack. Then, in the early evening, it was time for the Annual General Meeting of the BMW Coupé-Club e.V. In addition to discussing general club themes, there were new appointments to the club committee – Christoph Bier as senior chairman, Marcel Mevissen as secretary, and Oscar Appelhans as sport director.

The posts of deputy chairman, treasurer and model specialist were not up for re-election and remain unchanged.

On Saturday, the weather was thankfully somewhat better, as it was time for our big trip to the Tölzer Land region. This took us through the Grünwald municipality – the ‘Beverly Hills’ of Munich, the Schäftlarn monastery complex, and Bad Tölz, the central location of a famous German detective series. Then we went past the Kochelsee lake and along the serpentine roads to lake Walchensee, where we were treated to a wonderful panoramic view while enjoying lunch in the Karwendelblick Inn.

After a marvellous lunch, we took the toll road along the lake to Wildbad Kreuth. From here we made our way to our third lake of the day, the Tegernsee. We then passed through Weissach and Rottach-Egern before eventually making our way back towards the hotel. As is our custom, we conducted two special competition stages along the way, as well as a quiz comprising many questions about the region and the local landscape.

Later on, we all came together again for the ever-popular festive evening, where we enjoyed the culinary highlights of our hosts, Hotel Limmerhof in Taufkirchen, along with 50 litres of free beer. The evening was rounded off with our annual tombola and the prizegiving for the winners of the special competitions during the day.

On Sunday, proceedings came to a gradual end with the traditional carboot sale of parts and components. As always, plenty of tricks and tips were discussed and all manner of rare new parts and reproductions of components that are no longer available were inspected and admired. I would at this point like to express an enormous thank you to all those involved in the extensive preparations for this year’s meeting!

Now we can already start looking forward to the next meeting in 2014 in Stuttgart!





## FIRST INTERNATIONAL BMW YOUNGTIMERS MEETING IN LUCERNE.

**Sabine Benz**, President BMW Clubs Schweiz

After much anticipation, on Saturday morning we finally manage to leave for the BMW Youngtimers meeting that is being held in and around Lucerne! Unfortunately, we are unable to make it in time for the Friday's preliminary programme and guided tour of the city. Rarely has there been such a wonderful queue of vehicles waiting to pass through the check-in, each car more dazzling than the one behind it. I won't list all the E numbers at this point, but the longest journeys were from Hannover in Germany and Linz in Austria.

The last drops of moisture from the journey are now dry from the paintwork and so it is time for the convoy to pass through the main entrance to the Lucerne Transport Museum. Now the problem is to find out how to park the 120 BMW Youngtimer vehicles quickly whilst taking up as little space as possible. And not forgetting that the attendees also want to look their best. But it all works out in the end, and as you can see from the wonderful photographs, the atmosphere is fantastic ...

It isn't long before the first packed lunches are being consumed while the participants admire the other cars, chat to each other and patiently respond to questions from onlookers. The BMW M5

vehicles honouring 40 years of M GmbH are particularly unique. The full range is on display, from the BMW E12 M535i all the way to the current fifth generation. Many thanks to all those who brought their cars here or supplied them for the exhibition. Suddenly a crowd forms – and we ask ourselves what is happening? Then we see – Ercole Spada has arrived with his son Paolo! The former BMW designer (from 1976 to 1983) and spiritual father of the BMW E34 (5 Series) and the second 7 Series (E32) is suddenly surrounded by his fans. It is certainly a very special moment when the man who designed your own car is actually standing there next to it! Mr. Spada is visibly enjoying basking in the excitement of the crowd and is quite overwhelmed by all the fuss that he is causing. By the early afternoon, the first participants are starting to make their way to the hotel to check in. The others grab their roadbooks and take to the wheel for the trip along Lake Lucerne and around the Rigi mountain, arriving at the destination of Horw, where they will spend the evening. I also have the honour of driving the latest BMW M5! If only I had realised how narrow the exit through the metal barriers would be ... plus, there is no way you can remain inconspicuous when the engine is so loud! No wonder; at 560 bhp. I was only too happy to return to the familiarity of my own BMW E30 – at least then I know where the front, rear and sides all end! Naturally, my opinion has little in common with those of the male test drivers in attendance. By 6:00 in the evening, it is time for a generous aperitif, which is visibly enjoyed by all. Ercole and Paolo Spada have now joined us again, and Ercole even signs a few designer sketches as a gift for the Central Switzerland BMW Youngtimers Club.

At some point in the proceedings, René Bühler, president of the Central Switzerland BMW Youngtimers Club and the organisation committee, thanks all the sponsors and helpers, before awarding a special trophy to some of those in attendance. Ercole Spada also thanks everybody for his warm reception and wishes everyone plenty of fun behind the wheel. And then another moment that we have all been waiting for is upon us – the BMW Sport bar is finally open! A wide choice of wonderfully decorated and aptly named (anyone fancy a 'speed limiter'?) cocktails await us. Arranging a shuttle back to the hotel was also an inspired idea ... The party and the dancing continue well into the early hours.

It only remains for me to once again express my gratitude for this wonderful day on behalf of the BMW Clubs Switzerland and all those who took part in it! A big thank also goes to BMW (Schweiz) AG, particularly the Dielsdorf office, BMW Group Classic in Munich, and of course all the sponsors for their generous support.



# JOY NEVER ENDS.



CLASSIC MOTORSHOW.

## CLASSIC MOTORSHOW 2013 IN LAHTI, FINLAND.

**Jouni Pekonen**, BMW MC Club Finland

Classic Motorshow in Lahti is Finland's biggest exhibition for classic cars, motorcycles and other vehicles and includes 160 different show stands and hundreds of vehicles in four exhibition halls. During the past 5 years, BMW Club Finland and BMW MC Club Finland have joined forces in organizing the BMW department in Classic Motorshow. Collectors and club members have generously opened their garage doors and given us the opportunity to show rarities such as BMW 3/20 Limousine, 328, M1, 327/8 Cabriolet, R42, R11, R68, R69S, R90S. The aim has been to gather a varied show each year and offer the public something new and interesting every year. Organising the department has been on the eager shoulders of some 20 club members. Classic Motorshow is organised under a common theme each year; this time it was the "Happy 60's". As BMW Car Club followed the lines of the given theme, the motorcycle side decided to celebrate the 90 years of BMW Motorrad by showing one bike from each Boxer decade. This year we had a special honour to get Glas Club International e.V. to participate in our stand as well.

The oldest BMW motorcycle in Finland, a BMW R42, was naturally part of the show. The others in row were BMW R11, R75, R68, R69, R90S, R80G/S, R1100S. A motorcycle with a sidecar from the 60's with a rare 500cc Rennsport engine from the 50's, represented the racing team. The newest bike this time was the BMW R1200GS from 2013.

Cars with racing history dominated the car club stand this year: EMW 327 Sport Coupe, BMW 700 CS AUTO-MARTINI and BMW 1800 TI historic race car. Thanks to Glas Club, a BMW 1600GT and a Goggo Roller 200 Standard could also be seen.

During a beautiful May weekend, the Classic Motorshow attracted 20,000 visitors who, like as every year, compiled another interesting show in the car park by arriving with their own classic vehicles. This habit has made the show even more interesting for the public.

# COMING HOME – FORTY YEARS OF ‘CARS OF THE FUTURE’.

**Oliver Henkelmann**, Editor ‘Der Doppelscheinwerfer’

On the morning of 27 July, drivers of three generations of BMW 5 Series cars met at Gate 3 of plant 2.4 in Dingolfing to celebrate quite a special anniversary. This is the site in Lower Bavaria where the ‘golden middle-class’ series of BMW cars has been continuously produced for the last forty years. From the Netherlands and Switzerland, to Austria and the most remote corners of the far north of the German republic, participants from all of these countries endured the hot weather conditions to take up their invitation to visit the production plant. “Coming home – 40 Years of Cars of the Future” was the event’s motto, and more than 130 participants were determined not to miss it. Bernhard Schneider, head of the press and public relations department at Dingolfing, was more than impressed with the amassed BMW 5 Series drivers, some of whom had travelled more than 900 km to be there. They were given a extended a friendly welcome in the pleasantly air-conditioned reception hall of the administrative building by the provisional plant manager, Xaver Franz (current plant manager, Wolfgang Stadler, will be leaving the BMW Group on 30. September to join Jaguar/Land Rover).

In his speech, the BMW Manager, whose career in the group has included a spell as the head of production at Rolls-Royce, described the future viability of the Dingolfing plant within the BMW Group as outstanding. This is the place where it all began in the year 1973, on 27th September to be precise, with the production of the E12 limousine; a good reason to bring the E12, E28 und E34 vehicles back to their original birthplace. Early on, a request was placed with the clubs through BMW Classic in Munich, and Ulrich Arendts, head of the Club Office in Munich, was just as excited about the idea as were the managers from the E12 and E28 IG and the E34 IG – and so the idea became reality. A fittingly full programme was drawn up, which included the drivers taking their own 5’s into the plant and taking part in an impressive tour, which also included negotiating the plant’s running-in track. A further unique highlight, which had never been seen before, came when the drivers took their cars through Production Hall 50, the very place where each and every vehicle taking part in the event had actually originated. The convoy of vehicles was only interrupted for a personal photo opportunity with each participant together with his BMW 5 Series car. A memory that will almost certainly be fondly recalled over the coming weeks upon their return to their native regions.





## 40 YEARS BMW DINGOLFING PLANT.



Contemporary witnesses dialogue. From left to right: Ulrich Arendts and Fred Jakobs (BMW Classic), Dieter Kühnert (former manager of the assembly hall), Xavier Franz (current plant manager at Dingolfing) and Walter Reisinger (former final assembly and battery assembly manager)

The lunch table was summarily relocated to the production area (final assembly line) by the BMW organisation team. The members of the press and public relations department had pulled out all the stops to deliver a banquet table with a total length of 50 metres that could easily have held its own with the Vienna Opera Ball. On offer were absolutely top-class culinary delicacies, the enjoyment of which was only interrupted for a number of entertaining and informative insights into the forty-year history of the plant. The BMW Classic Archive from Munich had also invited a number of important guests with a long association with the plant, who thrilled listeners with their anecdotes of their time at the second BMW plant to be established after the end of the war.

The entertaining and interesting afternoon in plant 2.4 finally drew to a close, and was followed by a convoy of BMW 5 Series cars that made its way towards the Industrial Museum, headed by the mayor of Dingolfing, Josef Pellkofer in a GLAS 1700. The participants were given a friendly welcome in the courtyard of the museum, in ideal weather, by the museum's director, Georg Rettenbeck, and tourism officer, Tanja Wagner.

The Dingolfing plant is just as much associated with the GLAS name as it is with BMW, and so it is little wonder that the history of the Glas family and company is given a lovingly detailed treatment by the museum. The history of industrialisation from the perspective of Dingolfing and the surrounding area is presented over three floors, in chronological order, with numerous exhibits of the successful history of the Glas company, and naturally, with the BMW vehicles produced at the local plant. It was an informative conclusion to an outstanding event, the final notes of which were played out to a few long cool drinks in the idyllic courtyard of the museum. All in all, this was a worthy conclusion to a successful and active day, and all who took part were unanimous that they would prefer not to have to wait until the fiftieth anniversary before visiting the Lower Bavarian production plant again. But by 2023 at the very latest, it will be time to expect a long line of BMW 5 Series cars at the plant's doorstep ...



Left: Stephan Gerstenberg

## “CLUB MEMBERS ARE REAL BMW ENTHUSIASTS”

Interview with **Stephan Gerstenberg**, BMW AG, Sales Germany

### What is your position in the company?

I am the head of customer programmes for BMW Sales Germany. My team and I focus our attention on maintaining customer loyalty within the BMW and MINI brands. This means that by employing a variety of target group-specific customer service activities, we are constantly working to consolidate our customers' loyalty to the BMW and MINI brands as well as to the dealer organisation.

### How did you become acquainted with BMW Clubs?

I am the contact at BMW Sales Germany for the umbrella organisation of the German BMW clubs, the BMW Club Deutschland e.V. (BCD). It was in this function that I took part in this year's BCD annual general meeting.

In 2012, we invited several club members to the AMI motor show in Leipzig. A similar event has also been organised for this year, but this time at the Frankfurt Motor Show.



IAA 2011

### Can you tell us some more about this cooperation?

Our cooperation currently consists of our involvement in annual meetings at BMW exhibition stands in Germany. At the AMI in Leipzig, we also organised an attractive programme of sideshows, including an off-road course and a works tour. We have again reserved 50 places for club members at this year's motor show in Frankfurt. I can already promise you that the programme is going to be very exciting, and I hope very much to be able to get to know as many club members as possible there.

### How important would you say BMW Clubs are for the BMW brand?

The way we see it, BMW clubs and their members are ambassadors of the brand. Many members are real BMW enthusiasts. When it comes to the way the BMW clubs present themselves, we do consider it important that it is done in a manner that serves the BMW brand. We refer to this as 'brand appropriate'. After all, there is a special CI for official BMW clubs that regulates the way the BMW logo is presented in the context of clubs.

### What do you consider to be the benefits of maintaining constructive relations with clubs and their members?

We are very interested in maintaining close communications with the clubs in Germany. However, we only have the capacity to do this via the umbrella organisation. Constructive relations are definitely helpful in conveying the BMW brand in a positive light, both for attracting new members to the BMW clubs and where possible, reaching new customers for the BMW brand.

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## AUGUST

49th BMW Clubs Europa Meeting, Bled, Slovenia  
**29.08. – 01.09.2013, [www.bmw-clubs-europa.org](http://www.bmw-clubs-europa.org)**

## SEPTEMBER

Annual Meeting of BMW 3er-Club E36, Kalletal, Germany  
**06.09. – 08.09.2013, [www.3er-club-e36.de](http://www.3er-club-e36.de)**

International BMW M1 Meeting in Constance, Germany  
**12.09. – 15.09.2013, [www.bmw-m1-club.org](http://www.bmw-m1-club.org)**

BMW Clubs International Council Meeting, Bled, Slovenia  
**14.09. – 18.09.2013, [www.bmw-clubs-international.com](http://www.bmw-clubs-international.com)**

## OCTOBER

BMW GS Eco 2013, Eastern Cape, South Africa  
**17.10. – 20.10.2013, [www.gseco.co.za](http://www.gseco.co.za)**

## NOVEMBER

Night of the White Gloves at the BMW Museum, Munich, Germany  
**22.11.2013, [www.bmw-welt.com](http://www.bmw-welt.com)**

## DECEMBER

BMW Clubs Asia Meeting, Chiang Mai, Thailand  
**07. – 09.12.2013, [kahwong@hotmail.com](mailto:kahwong@hotmail.com)**