

BMWCLAF NEWS

“Enjoy your BMW with the good things of life”

Editorial Julio Reyes, President BMWCLAF

Little by little we are returning to normal activities after almost 2 years of pandemic. Many Clubs are already holding their monthly meetings, annual conventions, walks, lunches and dinners as before, but always respecting the rules and regulations of the health authorities in each country of the continent. We have completed the virtual presentations of all the official clubs where throughout all of 2021 each of the clubs was showing their integration, activities and achievements and it will be in January 2022 that we will know the name of the Official BMW Club that won this competition. All are present and available in videos inside our channel [BMWCLAF YouTube](#), along with the more than 300 videos of cars and motorcycles that we invite you to visit and subscribe. In November we celebrated our traditional BMWCLAF Annual Assembly, the XII, (this year virtually) always with many news, presentations of the brand, of the Latin American/Caribbean Clubs and many changes of experiences within the BMW community, within The many topics discussed highlighted the new agreement reached by our president Julio Reyes with BMW Group Latin America, where, among other things, the procedures that will be followed are established to guarantee the support of the agencies to the clubs in each country for the development of their activities, based on the annual calendar of events per Club for 2022. In October the BCIC - BMW Clubs International Council celebrated 40 years of foundation in virtual assembly with the presence of the 15 BMW Club Federations representing more than 700 Official Clubs and more than 200 one thousand enthusiastic members of the brand around the world. One of the most important topics discussed was the joint support and support efforts of the BMW Group and its Subsidiaries, Importers and BMW Agencies to Official Clubs. We take this opportunity to wish your communities, you, your families and friends a Merry Christmas and a New Year "Enjoying your BMW with the good things of life", with much emotion, health, peace and great prosperity. Happy New Year 2022 and God bless you.



BMW Clubs
Latin America
Federation



BMW Clubs
International Council



XIII Convention BMWCLAF - The BMW World, July 2022, Munich, Germany

Due to the travel restrictions by the Covid-19 established by the Government of Germany, enjoying the BMW World should wait for next year, along with the BMW Motorrad Days. We have postponed our XIII Convention to July 2022 and thus be able to enjoy a whole world of exclusivity that will undoubtedly make our XIII BMWCLAF - BMW Clubs Latin America Federation Convention a unique, fantastic and unforgettable experience in life in the BMW World.



BMW Museum - Portrait.

The BMW Museum brings to life more than 100 years of fascination, innovation, dynamism and the joy of driving for the automotive industry. In this fascinating permanent exhibition, all questions about BMW, the brand and the history of the product will be answered and the arc will be extended from the beginning to the present and the future. We hope to have a unique experience.

In December 2001, after in-depth discussions, the BMW Group Board voted in favor of the architectural concept by Coop Himmelb. The outstanding BMW Welt concept is largely characterized by the unique roof structure and the so-called Double Cone.



BMW Museum - Aerial View

BMW Museum - Portrait.

Seven exhibition houses have been built in the low-rise building. Each of the houses has been given an individual 'identity' developed on the basis of the museum's themes. This individual appearance creates context for the exhibits and provides a set of landmarks along the route through the museum, which is approximately 1,000 meters in length. The route of the tour has been designed without crossroads and takes the visitor to the 25 exhibition areas.

The architecture of the BMW Museum, and the layout of exhibitions and media form an ideal setting to present a rich tapestry of themes in a very special way. The BMW Museum takes new approaches by integrating contemporary architecture with historic buildings, in the same way that the brand always sets new and innovative benchmarks for engineering and design.

The centerpiece of the BMW Museum is the 4,000 m² permanent exhibition containing some 110 exhibits. It is joined by temporary exhibitions dedicated to specific topics and the burning questions of the day. These exhibitions create experiences, fuel fascination and use information to especially highlight the topic of personal mobility, explore aspects of the company's history in greater depth and showcase the Group's individual brands.



BMW Museum - Internal View - BMW 3 Series Evolution

BMW Museum - Portrait.

The new concept for the BMW Museum developed from the success and experience of the previous museum, whereby emphasis was placed on emphasizing the importance of the BMW Museum as a museum for the brand.

Planning began in spring 2002, followed by radical redevelopment work in 2004, culminating in the museum's reopening in 2008. Stuttgart architects and exhibition designers were commissioned by BMW Atelier Brückner and media designers ART + COM based in Berlin with work.

In view of the company's importance as a global player and its wide range of products, the new design provided a considerable expansion of the museum. First, the old museum bowl was connected to the neighboring low-rise building to increase the display space from a 1,000-square-meter original to 5,000-square-meter, which means that the new museum now has enough space for the presentation of approximately 120 exhibits.

The concept referred to an idea devised by the architect Prof. Karl Schwanzer, creator of the BMW Museum in 1973. He defined the internal structure of the round building as a continuation of the road in an enclosed space.



BMW Museum - Internal View - BMW 507 V8 Yellow

BMW Museum - Portrait.

The museum's architecture and exhibition and media design form an ideal setting to present a rich tapestry of themes in a very special way. The BMW Museum takes new approaches by integrating contemporary architecture with historic buildings, in the same way that the brand is always setting new and innovative benchmarks for engineering and design.

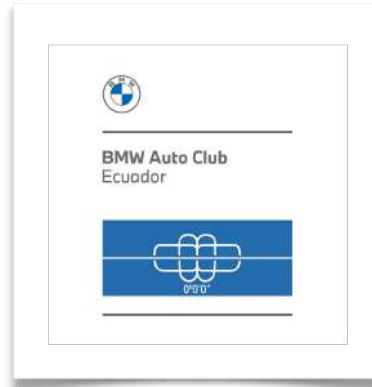
During construction between 2004 and 2008, the museum bowl was restored to its original 1973 state. A central visitor ramp in the bowl connected a system of apparently floating platforms. The interpretation of the ramp as a road and the exhibition areas as squares were integrated into the neighboring low-rise building as part of the new museum concept by the architects and exhibition designers of the Atelier Brückner.

The exterior facade of this rectangular building was preserved as a "historical shell", while the roof structures were removed and the interior was completely gutted. Contemporary architecture was integrated into the newly created larger space consisting of a surrounding ramp and seven individual display areas. This glass and steel architecture deliberately contrasts with the bowl.

To the outside world, it appears as a huge self-contained concrete sculpture and its interior is dominated by the character of an open space, while the architecture of the low-rise building is more urban in nature. The two sections of the building, the round and low-rise buildings, are connected via a visitor ramp, which leads guests to the 25 exhibition areas.



BMW Museum - Internal View - BMW Series 3 E21, 5 E12, 6 E24 and 7 E23



BMWACE - BMW Auto Club Ecuador - Portrait.

BMW Auto Club Ecuador BMW-ACE is a great family of friends and fans who share the pleasure of enjoying their BMW Auto, through tourist, sports and cultural activities.

In 2021 the BMWACE celebrated 15 years of experience and 5 years as Official BMW Club.

After 10 years of BMW Club Ecuador as a group of good friends, in June 2016 the BMWACE was legally established through the Ministry of Sports as: Club Recreativo de Automovilismo BMW Auto Club Ecuador, based on ministerial agreement No. 0257 of the Ministry del Deporte del Ecuador, as an initiative of a group of club members with the aim of contributing to the preservation of the cars of the German brand BMW.

In August 2016 at the Costa Rica Convention, the BMW Auto Club Ecuador was formally recognized as an Official Club of BMW Cars, by the BMWCLAF - BMW Clubs Latin America Federation and the BCIC - BMW Clubs International Council.



BMW Auto Club Ecuador - Meeting Dicember 2020

BMWACE - BMW Auto Club Ecuador - Portrait.

The BMW Auto Club Ecuador BMWACE has maintained for 4 years a Social Assistance Project financed by the events organized by the Club and the active participation of its Members.

During every month of the year we do various Social Contribution activities and as well as events and entertainments for the children of the Isaac Barrera School near Quito Ecuador.

In August 2018 at the Cusco Peru Convention, the BMW Auto Club Ecuador received the Honorable Mention Award in the Car Club category as a major activity on the part of BMWCLAF.

In Ecuador, the IX Latin American Convention BMW Clubs 2017 Latitud Cero was held in Quito in August 2017, which was organized by BMWCLAF and the Host Clubs were the BMW Auto Club Ecuador and the BMW Moto Club Ecuador Ecuador - Brosters Group.

In August 2018, at the Cusco Peru Convention, BMW Auto Club Ecuador received from BMWCLAF the Annual Honorable Mention Award, in the Car Club category, for its outstanding activities.



BMW Auto Club Ecuador - Yahuarcocha Ybarra Racing Circuit - August 2021

BMW Z Series: Z1, Z3, Z4 and Z8 - Sheer Driving Pleasure - Antonio Munhoz

Continuation of the BMW Z Series article from the BMWCLAF NEWS Issue 01/2021

1. BMW Z4 Roadster E85 and BMW Z4 Coupe E86

The first generation of the BMW Z4 consists of the sports BMW E85 (Roadster version) and BMW E86 (Coupe version). The E85 / E86 generation was produced between 2002 and 2008. The E85 was designed by Danish BMW designer Anders Warming from mid-1998 to the summer of 1999.

The coupe models were designed by Tomasz Sycha. The E85 designs were frozen on March 1, 2000. The Z4 was presented at the Paris Motor Show in 2002 and the North American models went on sale in November of the same year (as the 2003 model year). European sales started in March 2003.

The E85 / E86 replaced the Z3 and is the third model in the BMW Z Series. Initial models had the Roadster body style (E85), and the Coupe body style (E86) was added in 2006.

According to the Z3, the E85 / E86 was made only in Greer, South Carolina.

The design of the Z4 addressed many criticisms of the previous Z3; It was larger and featured a significantly stiffer chassis. The Z4 was initially only available as a Roadster, but a Coupe version was officially launched in 2006. The latest model rolled off the assembly line on August 27, 2008 at the Spartanburg plant.

The M model, the Z4 M, is powered by the 343-hp S54 in-line six-cylinder engine.



BMW Z4 M Roadster E85

BMW Z Series: Z1, Z3, Z4 and Z8 - Sheer Driving Pleasure - Antonio Munhoz

1. BMW Z4 Roadster E85 and BMW Z4 Coupe E86



BMW Z4 M Roadster E85 343 HP's



BMW Z4 M Roadster E85 343 HP's

BMW Z Series: Z1, Z3, Z4 and Z8 - Sheer Driving Pleasure - Antonio Munhoz

1. BMW Z4 Roadster E85 and BMW Z4 Coupe E86



BMW Z4 M Roadster E85 343 HP's



BMW Z4 M Coupe E86 343 HP's

BMW Z Series: Z1, Z3, Z4 and Z8 - Sheer Driving Pleasure - Antonio Munhoz

1. BMW Z4 Roadster E85 and BMW Z4 Coupe E86



BMW Z4 M Coupe E86 343 HP's



BMW Z4 M Roadster E85 and Coupe E86 S54 Engine 343 HP's

BMW Z Series: Z1, Z3, Z4 and Z8 - Sheer Driving Pleasure - Antonio Munhoz

1. BMW Z4 Roadster E85 and BMW Z4 Coupe E86



BMW Z4 M Coupe E86 343 HP's Interior



BMW Z4 M Coupe E86 343 HP's

BMW Z Series: Z1, Z3, Z4 and Z8 - Sheer Driving Pleasure - Antonio Munhoz

2. BMW Z4 Roadster E89

The BMW Z4 (E89) is the second generation of the BMW Z4 range of two-door roadsters and was manufactured from 2009 to 2016. The E89 replaced the E85 / E86 Z4 and is the fourth model in the BMW Z Series.

The E89 Z4 was the first Z Series model to use a retractable hardtop, which meant that separate roadster and coupe versions of the car no longer existed. There was no Z4 M model for the E89 generation. El E89 fue el primer automóvil BMW diseñado completamente por dos diseñadoras, Juliane Blasi (exterior) y Nadya Arnaout (interior), en 2006.

The E89 was the first BMW car designed entirely by two designers, Juliane Blasi (exterior) and Nadya Arnaout (interior), in 2006.

A total of € 130 million was spent between 2007 and 2009 on the expansion of the Regensburg plant for the production of the Z4 (E89). Although its predecessor was made at the Spartanburg plant in the United States, the E89 was made at the BMW plant in Regensburg.

The E89 Z4 was offered with the entry-level sDrive or optional M Sport trim. The M sports equipment included 18-inch alloy wheels, leather upholstery, sports seats, redesigned front and rear bumpers, sports steering wheel and sports suspension. An optional Design Pure Impulse package was also offered, with color-matched Alcantara or Nappa leather and headlining in BMW Individual anthracite.

The 2013 facelift also introduced the Design Pure Traction and Pure Fusion Design package, which had the option of exclusive Valencia Orange and Sparkling Brown metallic paint respectively (along with regular colors), and color-matching interior design elements. The Design Pure Traction package also featured a black hardtop.

The Z4 sDriveM35is was only available with a 7-speed Dual Clutch Transmission (DCT) in the M Sport trim and uses an upgraded version of the N54 engine shared with the 1 Series M Coupe.

The Z4 sDriveM35is engine Euro version was 335 Hp's and US Version was 382 HP's.



BMW Z4 E89 M3.5IS 3.0 LN54 382 HP's Estoril Blue

BMW Z Series: Z1, Z3, Z4 and Z8 - Sheer Driving Pleasure - Antonio Munhoz

2. BMW Z4 Roadster E89



BMW Z4 E89 M3.5iS 3.0 LN54 382 HP's Valencia Orange



BMW Z4 E89 M3.5iS 3.0 LN54 382 HP's Valencia Orange

BMW Z Series: Z1, Z3, Z4 and Z8 - Sheer Driving Pleasure - Antonio Munhoz

2. BMW Z4 Roadster E89



BMW Z4 E89 M3.5IS 3.0 LN54 382 HP's Valencia Orange



BMW Z4 E89 M3.5IS 3.0 LN54 382 HP's Valencia Orange Interior

BMW Z Series: Z1, Z3, Z4 and Z8 - Sheer Driving Pleasure - Antonio Munhoz

3. BMW Z4 Roadster G29

The BMW Z4 (G29) is a two-door Roadster produced by the German automaker BMW. It was introduced in 2018 as a successor to the E89 Z4. As the fifth model in the lineage, the Z4 (G29) marks the return of the soft top to Z Series sports cars.

Designed by Australian Calvin Luk, the car is based on the Z4 concept introduced a year earlier and was developed together with the fifth generation Toyota Supra due to BMW's partnership with Toyota. The design was inspired by the Z8. The new Z4 is based on the joint Toyota-BMW sports car architecture that also underpins the new Toyota Supra and has a 50:50 weight distribution with weight savings of up to 50 kg (110 lb) compared to its predecessor. The softtop convertible top made a return on the Z4 (G29) instead of the retractable hardtop of its predecessor. The roof can be raised or lowered in 10 seconds at speeds up to 50 km / h (31 mph). The trunk is 50% larger than its predecessor and has a capacity of 281 liters (9.9 cubic feet). It uses a multi-link rear suspension.

The launch model was the M40i First Edition, which has Frozen Orange metallic paint and Vernasca leather, 19-inch alloy wheels, adaptive dampers, a Harman Kardon surround sound system, and a head-up display screen.

The sDrive models are powered by the 2.0-liter inline 4-cylinder B48 engine, while the M40i is powered by the inline 6-cylinder B58 engine. All engines come with forced induction and are mated to an 8-speed automatic transmission.



BMW Z4 G29 M40i 382 HP's Misano Blue

BMW Z Series: Z1, Z3, Z4 and Z8 - Sheer Driving Pleasure - Antonio Munhoz

3. BMW Z4 Roadster G29



BMW Z4 G29 M40i 382 HP's Misano Blue



BMW Z4 G29 M40i 382 HP's Misano Blue Interior

BMW Z Series: Z1, Z3, Z4 and Z8 - Sheer Driving Pleasure - Antonio Munhoz

3. BMW Z4 Roadster G29



BMW Z4 G29 M40i 382 HP's Misano Blue



BMW Z4 G29 M40i 382 HP's Misano Blue

BMW Z Series: Z1, Z3, Z4 and Z8 - Sheer Driving Pleasure - Antonio Munhoz

4. BMW Z8 Roadster E52

The BMW Z8 E52 is a luxury sports car produced by the German automaker BMW from 2000 to 2003. It is a two-seater 2-door Roadster with longitudinal front engine and rear wheel drive.

It is the production variant of the BMW Z07 prototype, designed by Henrik Fisker at BMW Designworks in Southern California. The Z07 caused a sensation at the 1997 Tokyo Motor Show. The prototype's immense popularity led BMW to make the decision to produce a limited-production model. 5703 units were built, of which about half were exported to the US 3,182 were painted silver, the rest blue, red and black. The manufacturing process was very slow, as the car was assembled in two different places and had many details to adjust by hand.

The original Z07 had been designed with production in mind. As a result, regulatory and practical considerations demanded very little change to the production model. However, the Z8's windshield was extended upward. Both changes were implemented to provide aerodynamic stability and a more spacious cabin. The hardtop was changed from a double-bubble shape with a decline to the unification of a single dome with a rear truncated in a convex shape.

Despite these changes, it remained very faithful to the prototype. The side turn indicators have been integrated into the side air vents, so they are invisible when switched off. It retains the five-spoke wheels of the prototype, although without the single nut.



BMW Z8 Roadster E52 - Concept Z07

BMW Z Series: Z1, Z3, Z4 and Z8 - Sheer Driving Pleasure - Antonio Munhoz

4. BMW Z8 Roadster E52

The Z8 was a Bond car during that time when the most famous spy in the world was moving in different cars of the Bavarian house. Beyond its time on the big screen, the Z8 was the car with which BMW entered the new century by wanting to honor one of its most iconic cars: the 507.

Its gasoline engine is a 4941 cm³ (4.9 liter) naturally aspirated V8, which produces a maximum power of 395 HP's at 6600 rpm and a maximum torque of 500 Nm at 3800 rpm, which was mated to a manual transmission. six-gearbox that sent power to the rear wheels. It accelerates from 0 to 100 km / h (62 mph) in 4.7 seconds and reaches 250 km / h (155 mph) electronically limited. In fact, the engine and transmission are inherited directly from the M5 E39, albeit without the limited slip differential.

In the part of brakes they were given the same as the 750i, with which the braking force was guaranteed. They were designed for the weight of that Series 7 that exceeded two tons, while the Z8 weighed 1585 kg (3,494 lb). It used a McPherson suspension in the front and multi-link in the rear, in addition, although the engine is mounted up front, it was placed behind the front axle in order to give it a 50/50 weight distribution.

After the 328 and 507, it is the most desired BMW Roadster of all time.



BMW Z8 Roadster E52 - James Bond 007

BMW Z Series: Z1, Z3, Z4 and Z8 - Sheer Driving Pleasure - Antonio Munhoz

4. BMW Z8 Roadster E52



BMW Z8 Roadster E52 395 HP's - X Ray



BMW Z8 Roadster E52 395 HP's

BMW Z Series: Z1, Z3, Z4 and Z8 - Sheer Driving Pleasure - Antonio Munhoz

4. BMW Z8 Roadster E52



BMW Z8 Roadster E52 395 HP's



BMW Z8 Roadster E52 395 HP's Dash

BMW Z Series: Z1, Z3, Z4 and Z8 - Sheer Driving Pleasure - Antonio Munhoz

4. BMW Z8 Roadster E52



BMW Z8 Roadster E52 395 HP's with Hardtop



BMW Motorrad Sidecar Racing

BMW Motorrad M 1000 RR - Sheer Driving Pleasure - Antonio Munhoz

5. BMW Motorrad M 1000 RR

BMW Motorrad already introduced the successful M vehicle offering strategy in late 2018 for motorcycles and has been offering optional M equipment and M performance parts ever since. With the new BMW M 1000 RR, hereinafter referred to as M RR in short, the first BMW Motorrad M model based on the S 1000 RR (RR for short) now celebrates its world premiere. BMW Motorrad follows the philosophy of the world's strongest letter: M represents worldwide success in motorsports and the fascination for high-performance BMW models and is aimed at customers with particularly high demands in relation to performance, Exclusivity and individuality BMW Motorrad already introduced the successful M vehicle offering strategy in late 2018 for motorcycles and has been offering optional M equipment and M performance parts ever since.

The new M RR uses a water-cooled inline four-cylinder engine based on the RR power train with BMW ShiftCam technology to vary valve timing and valve lift that has been completely modified in the direction of a sports engine from careers. It reaches its maximum power of 156 kW (212 hp) at 14,500 rpm.

In addition to a top speed increased to 15,100 rpm, the M RR engine has extensive technical optimizations such as new forged 2-ring pistons from Mahle, adapted combustion chambers, compression increased to 13.5, Pankl's longer and lighter titanium connecting rods, thinner and lighter rocker arms, fully machined intake ports with new duct geometry, as well as optimizations to the camshafts and intake area.

With an engine power of 156 kW (212 hp), an empty weight of a DIN vehicle on the ground 192 kg and a suspension and aerodynamics designed for maximum performance on the track, the new M RR fulfills the main expectations in the upper segment of Superbikes.



BMW M 1000 RR

BMW Motorrad M 1000 RR - Sheer Driving Pleasure - Antonio Munhoz

3. BMW Motorrad M 1000 RR



BMW M 1000 RR



BMW M 1000 RR

BMW Motorrad M 1000 RR - Sheer Driving Pleasure - Antonio Munhoz

3. BMW Motorrad M 1000 RR



BMW M 1000 RR



BMW M 1000 RR