



Council **News**

4/11

BMW Clubs International Council Newsletter

CHARITY DRIVE FROM BRISBANE TO DARWIN



+++++ SEASON'S GREETINGS +++++

30TH ANNIVERSARY
of BMW Clubs
International Council

CANADA EXPEDITION
of the BMW VCCCA

PORTRAIT
BMW Car Clubs
Indonesia

Dear BMW Club Members,

Time stands still for no man. I am not sure who originally penned these words but the principle applies equally to club life. This year we celebrate 30 years since the Council's first meeting. I have had the privilege of being involved in the International Council for over half of these years and as we have cause to cast our eyes back over time, it amazes me how the Council has changed and matured.



But with the passing of time comes another challenge and this was alluded to in the speech made by Karl Baumer, head of BMW Group Classic, at the recent anniversary dinner in Berlin. Many clubs have also recognised that none of us are getting any younger and when it comes to the average age of our membership it gives us cause to think. Not only in terms of who will run clubs in the future but more importantly will there actually be any clubs in the future? Clubs were formed by people with a common bond to share information, share experiences and do this in an organised way.

However, these days with the advent of social media networks, meaning easier and wider communication, the need for organised or defined clubs appears to be lessening and tending towards informal networks that require almost no structure and little ongoing maintenance. No need to have a club meeting to arrange a drive or a ride on a Sunday morning – just get on the internet or your mobile phone and presto – people who are interested and connected show up.

This may be all well and good but this approach does nothing to build ongoing structures and when it comes to the custodianship of our BMW motorcycles and cars into the future will such an informal approach ensure that important pieces of BMW's mobile history remain in a readily identifiable form? At the moment, clubs perform this role, but as future generations shy away from structured organisations in favour of the spontaneity of social networks how will anyone be able to have an overview of the ownership of historic and classic vehicles? Only time will tell, but this is something on which the Council and clubs might need to be focused in coming years.

In the "old fashioned" sense, 2011 saw fantastic events arranged to celebrate the 75th anniversary of the iconic BMW 328 and the 50th anniversary of the New Class. Both events included a visit to Munich as part of their celebration and to see these vehicles in such numbers was most gratifying. Next year will see the introduction of the 6th generation of the 3 Series and more important anniversaries including 25 years of the Z1 and 40 years for BMW Motorsport.

And so as time marches on, it is also appropriate to wish all our members and readers a safe and healthy festive season and a prosperous 2012.

Ian Branston
Chairman
BMW Clubs International Council

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THE INTERNATIONAL COUNCIL CELEBRATES 30TH ANNIVERSARY

Ian Branston, Chairman BMW Clubs International Council

This year's International Council Meeting saw the celebration of the 30th anniversary of the inaugural meeting of the Council in Vienna in 1981. Our traditional farewell dinner provided the perfect backdrop to mark this milestone and to help meeting participants enjoy the occasion, we were joined by some very special guests. No Council meeting is really complete unless BMW Classic is represented and we are pleased to have in our midst both, Karl Baumer, head of BMW Group Classic, BMW Museum and BMW Welt, and Dr Ralf Rodepeter, Director of BMW Museum, Marketing BMW Group Classic and Communication in our midst. To complete the atmosphere of celebration



we were also joined by Dr Horst Avenarius and Dirk Henning Strassl. Both these gentlemen, in their roles in the BMW Press Department, were instrumental in not only the idea of a worldwide organisation but also in the early years of the Council as it became more established. Dr Avenarius spoke of the original concept and how pleased he was to see how the Council has developed to become a truly worldwide organisation and shining example of cooperation between the corporation and BMW owners. Dirk Henning Strassl chose to remember the earlier years by recounting some hilarious stories from previous meetings. Hearing these stories highlights the importance of not forgetting where we come from, as these days, we tend only to maintain focus on where we are going. Karl Baumer touched on an important aspect of club membership, namely the increasing age of overall membership and the need to attract newer, younger members into club life in order that ownership of the "BMW historic fleet" can be passed on to new custodians. He also made reference to the importance of the Council and that BMW Classic would continue to support our work into the foreseeable future. Mr Baumer also made mention of the fact that 2012 would be the last full year that he would be with BMW as his retirement date becomes closer.

It was a fitting finish to the meeting and so pleasing to see all participants basking in the convivial atmosphere. Special attention should be paid not only of the meeting itself but the collective efforts of so many predecessors who have all helped the Council attain the level of success it enjoys 30 years after it all started. We all look forward to the next 30 years.

1995 at the IAA in Frankfurt: Second from left, Dirk Henning Strassl, Bernd Pischetsrieder (Chairman of the Board of BMW), Friedhelm Günter (Council Chairman) and Christian Eich (Head of BMW Mobile Tradition).



Members of the Council enjoy a glass of champagne at the Alpina stand with Burkard Bovensiepen (4th from left).



Special Guests on the Council Meeting 2011 – fltr Dirk Henning Strassl, Dr Horst Avenarius, Karl Baumer.



INTERNATIONAL COUNCIL MEETING 2011 IN BERLIN

Ian Branston, Chairman BMW Clubs International Council

It was 1991 when the Council last met in Berlin but from all accounts it was worth the wait. There were several new faces amongst delegates who attended the meeting and everyone enjoyed the opportunity to visit Potsdam, the city of Berlin itself and of course the BMW motorcycle plant.

The meeting itself was extremely productive and whilst we had a full agenda we were able to complete our business and also benefit from presentations made by BMW guests. Club reports proved again to be a popular inclusion on the agenda since it gives all participants a chance to hear what has been happening in the club scene around the world. Two of the stand out observations were the rapid growth of new clubs in the Latin American region and the common challenge presented to several clubs of not only attracting new members but retaining members.

It was pleasing to see that all umbrellas and clubs are now signatories to the agreements which amongst other matters give member clubs the ability to use the BMW word mark and BMW logo in accordance with established club identity guidelines. Being able to use the BMW trademarks is indeed a privilege not to be taken for granted and the agreements ensure a consistent approach for all official clubs. In addition to the agreements, a supplementary agreement will further strengthen the role the Council plays in the relationship between independent clubs and BMW.

Also on the administrative front, all our guidelines were updated to better reflect current practices and remove outdated terminology. To compliment the Council's existing awards, a new award for individual clubs was introduced and after the finalisation of criteria and procedures this award will be in place so that it can be presented for the first time at next year's meeting, which will be held in Ashville, North Carolina. Thanks to great organisation by the BMW Riders Association in partnership with BMW North America, nearly all arrangements are already in place and the setting at the Biltmore centre promises to be a spectacular backdrop for the meeting. Before that, the Board is expected to have its working meeting in March in Melbourne, Australia.

Following the introduction of clearer nomination procedures agreed on in Queenstown, Dr Bernhard Knöchlein was re-elected unopposed to his position of Vice Chairman for another three years. The meeting was fortunate to have several presentations made by BMW representatives in addition to

the legal update provided by Dr Torsten Dilly from BMW Legal Department. Dr Ralf Rodepeter spoke of the incredible success of the Art Car display in the BMW Museum, record breaking attendance figures and a range of new activities planned for the Museum in the coming months. The presentation by Alexander Hildebrandt, Head of Product management German Market covered the new directions in marketing, such as the parallel product lines for the new BMW 1 Series (Urban and Sports) and finished on a high note with a reminder of the long awaited return of BMW to the DTM in 2012. Mr Tim Diehl-Thiele from BMW Motorrad Marketing explained how "cars move the body but motorcycles move the soul". Planning is already underway to try to move more club member's "souls" to BMW Motorrad Days in 2012 with what is hoped to be an increased Council/Club profile at this amazing event next year.

Whilst there were no major or controversial issues to consider this year, there are several smaller matters still in need of attention and over the course of the coming months the focus will be on "tidying up" these matters and the rest of the year will be a period of consolidation. It will also give the hardworking staff of the BMW Clubs International Office a chance to catch their breath after a very busy 2011.

Whether it was the excitement of the city of Berlin, the visit to glorious Potsdam, the warm feeling of celebrating our 30th Anniversary or just the setting in the wonderful hotel, this meeting was one of the most friendly and social meetings in recent times. The camaraderie was in plentiful evidence either by the frequent friendly banter between participants or the number of in depth discussions as delegates shared their experiences. Perhaps the best indicator of the overall feeling of good will was the number of participants enjoying each other's company in the cafe/bar well into most evenings and early mornings over the course of the meeting. No wonder these meetings are so tiring!



Presentation by Dr Ralf Rodepeter.



Presentation by Alexander Hildebrandt, German Market.



Presentation by Dr Torsten Dilly, BMW legal department.



Outside a famous Australian watering hole.

ALL FOR A GOOD CAUSE

Ian Branston, Chairman BMW Clubs International Council

It is not every day one of our younger members decides to give up their time and effort for a charity. However, earlier this year, Luke Wise and his wife Sarah, from the BMW Car Club in Canberra Australia did just that. They decided to enter a Charity Bash to raise funds for the Cancer Council of Australia.

What is a Charity Bash? First you buy a car, not costing more than US\$1,000. Then you spend time making it reliable, find some sponsors and then drive over 13,500 km through the Australian

outback. Along the way funds are raised for the designated charity. It is a fun and challenging way to raise funds which allows participants to do something out of the ordinary.

In this case, Luke bought a 1984 BMW E28 M528i. He spent several weeks after work and on weekends preparing the car for the journey ahead. Luke said he chose to get involved after a relative had suffered from cancer and it was an exciting way to see Australia from a different perspective. Before even starting the event they



Everyone helps each other along the journey creating a great sense of friendship, all for a good cause.

Lost in the open spaces of Kakadu National Park in the Northern Territory, 220km from of Darwin.



Photo: Scott



Luke and his car.

DOWN UNDER

faced a journey of some 1,200 km from Canberra to Brisbane, where they joined 112 other cars at the start line and began the journey to Darwin in the Northern Territory at the “top end” of Australia. The return journey that would take over 25 days and take them to Uluru in central Australia, the Devils Marbles and Katherine Gorge in Kakadu National Park. Along the way, accommodation was usually of a temporary nature at farm homesteads and camp sites under the stars in the middle of nowhere. Along the way, Luke only had to overcome a few minor problems. A rubbing guard was quickly fixed by a few hefty blows with a hammer and the only other problem was caused by a faulty fuel pickup. And the more memorable highlights for Luke and Sarah? Without hesitation Luke answers, “Definitely the stunning sunsets in the Australian outback and sitting around a camp fire, getting to know people from a variety of backgrounds over a few drinks at the end of a long day’s drive”. When asked what he would do differently next time, a smile slowly grows across Luke’s face and he simply replied “we’d fly back”. And he had good reason to smile. The event raised over \$700,000 for the Cancer Council and created some unforgettable memories.



2ND ANNUAL MEETING OF THE BMW CLUBS LATIN AMERICAN FEDERATION

Ruben Tenorio, Vice President BMW Clubs Latin American Federation



In the colonial city of Oaxaca, in Mexico, from 18 to 21 of August, the Annual Meeting of the BMW Clubs Latin American Federation took place. At this event, the Mexican BMW Clubs, Moto and Auto, were hosts to the Latin American friends. Since its foundation, we decided that the meetings were going to take place in some cities of the countries that formed the Federations in its origins: Brazil, Argentina and Mexico.

Thursday evening we had dinner, so in an informal manner, we could share experiences about the way we live out our passion for BMW cars and bikes. On Friday morning we took a city tour, visiting the archeological site of Monte Albán, the former convent of Cuilapam and for lunch, the rural town of Zaachila. After that we enjoyed the performance of the “Guelaguetza”, which is the festival of music, dance and folklore of Oaxaca.

On Saturday we held the working meeting. The President, Antonio Munhoz, and the Vice President, Ruben Tenorio, presented topics related to all the already affiliated countries of Latin America, e.g. annual membership fee of the federation, Board elections in 2012, and those in the process of incorporation to the International Council.

The countries involved and clubs were:

- BMW Moto Clubes México
- BMW Car Club México
- BMW Car Club Brasil
- BMW Motorrad Club Guatemala
- BMW Auto Club Colombia

And in a documented presence:

- BMW Motorrad Club Brasil
- BMW Auto Club Guatemala
- BMW Motorcycle Club El Salvador
- BMW Auto Club Argentina
- BMW Moto Club Argentina
- BMW Car Club Uruguay

After the main issues were resolved, it was agreed to hold the next Annual Meeting (2012) in Colombia, and for 2013 in Guatemala. All attendees expressed their support of Boxer Motors Magazine, as an official means of communication for all the adventurers in and throughout the continent. The closing ceremony took place at the dinner where dishes from the *nouvelle cuisine mexicaine* were served.

www.bmwclubslaf.org

IN TWO WEEKS THROUGH THE MOST BEAUTIFUL AREAS OF WESTERN CANADA

Goetz E. Pfafflin, President of the BMW Vintage & Classic Car Club of America (BMW V&CCCA)

British Columbia & Alberta – Canada Expedition 2011 – Exploring some of Western Canada's magnificent coast line, we encountered majestic Rocky Mountains, glittering glaciers and crystal-clear rivers and streams. It is hard to imagine a nicer way to spend two weeks, but with friends from near and far, driving fabulous BMWs through some of the most beautiful areas along some of the most drivable by-ways in British Columbia and Alberta in western Canada!

The BMW Vintage & Classic Car Club of America's main event in 2011 was the Canada Expedition. The 2,300 miles (3,700 km) of mostly secondary roads started in Vancouver on July 9th, crossed by ferry to picturesque Victoria on Vancouver Island, and traversed the island from the south to north with a side-trip to Tofino on the Pacific side of the island. We then took a 15 hour ferry trip along the Inside Passage to Prince Rupert; From there the tour went on across the northern tier of British Columbia to Jasper, Alberta, then south to the Banff and Lake Louise area in Alberta. After a day of rest at Lake Louise, the road led west again to Nelson, Vernon and Whistler, all in B.C., and finally back to Vancouver on July 22 for a festive awards banquet in the elegant Fairmount Hotel Vancouver. En-route stops included an afternoon visit to the fabulous Butchart Gardens outside Victoria; an optional whale watching tour in Tofino; a visit to the Ksan Historical Village and Museum celebrating one of Canada's First Nations people near Hazelton, B.C.; a wonderful centennial of the first car ever to make it to Smithers in 1911 (a Studebaker from Seattle); a quick peek at the Athabasca Falls just south of Jaspers, AB; and finally a trip into the Columbia Icefields before arriving at Lake Louise on Sunday, July 17. After a day in the Lake Louise and Banff area, the tour continued with a lunch stop at the historic former St. Eugene Mission school just north of Cranbrook. It then went on to Nelson, which involved another ferry trip across Kootenay Lake, a stop in Kaslo, B.C. to view the S.S. Moyie, supposedly the world's oldest intact passenger sternwheeler. Next it was on to Vernon with another ferry crossing near Whistler, Canada's host city of the 2010 Winter Olympics. There were optional bear-viewing



Souvenir photo of all participants.



The Columbia Icefields between Jasper, AB und Lake Louise, AB.

Photo: Goetz E. Pfafflin

trips during which many black bears were sighted, as well as gondola rides to the top of Whistler Mountain and the famed peak-to-peak gondola to Blackcomb Mountain. And finally there was the return to Vancouver via the picturesque Lions Gate Bridge. It was a wonderful trip – without any break-downs – with many old friends seeing each other for the first time since our 2008 California Marathon or our 2010 Texas Holiday. The rally had been well publicized along the route, so that many BMW enthusiasts came to visit our group and view the many exciting cars in Vancouver, Victoria, Tofino, Prince Rupert, Nelson, Prince George, Lake Louise, Vernon and Whistler.

Participants for the Canada Expedition 2011 came from the U.S., from Germany, from the U.K., from the Netherlands, Switzerland and Canada. Six of the cars in the rally had been shipped to Vancouver from Germany, Switzerland and the U.K. Additional European teams were able to use cars made available by Lothar Schuettler, by Ed Ullom and by myself, so that in total we had 11 European teams in our midst, making the Canada Expedition a truly international event.

After major rallies on the U.S. east coast in 2004 and the California Marathon in 2008, this Canada Expedition was the BMW V&CCCA's third two-week undertaking in the last seven years, with one-week rallies in Colorado, Michigan and Texas in the intervening years. Toward the end of the Canada Expedition many participants inquired about what was next on our agenda: In 2012 the BMW V&CCCA is planning an Ohio Holiday, a one-week tour much like past events in Colorado in 2005 and in Texas in 2010. You can learn more about the BMW V&CCCA's activities under: www.bmwvcca.com



View onto Mount Robson, the highest mountain in Canada.



28TH INTERNATIONAL BMW COUPE CLUB MEETING ON JUNE 2 – 5, 2011

Christoph Bier, Sports Secretary of the BMW Coupé-Club e.V.

This year, the 28th meeting – and also the 25th anniversary of its existence as an official club – has taken the coupés to Bad Honnef, the Nice of the Rhineland.

The spa town of Bad Honnef is located on the foothills of the legendary Siebengebirge, directly alongside the Rhine, Germany's biggest river, which gave its name to an entire tribe.

On a gorgeous summer day, the club members and their 48 coupés are welcomed to the Hotel Seminaris. As part of their welcome package, participants are handed out, among other things, '2' roadbooks, which, over the course of the ensuing Friday and Saturday, will guide them through several winding and breathtaking landscapes and towns. To increase the fun and enjoyment of the trips even more, we have included a small quiz in the roadbooks.

On Friday, we take the ferry along the Rhine to the Eifel. Here, you notice the smell of motorsports and petrol behind every blade of grass. Making our way past the famous North Loop, the oldest part of the Nürburgring race track, we reach Adenau in time for lunch. This is also where BMW dealer Willi Martini ran his business for many years. He enjoyed his great success in motorsports with converted BMW 700s and BMW E9 CSL Coupés.

The day continues through the Ahrtal valley, an area held in high esteem by wine connoisseurs. By now, some of us have paid the obligatory toll to the Eifel in the form of 1mm in tyre tread depth! This day's 190km long trip ends with a visit to the BMW subsidiary in Bonn, complete

with refreshments. In the evening it is time for the annual general meeting, which takes place in the hotel and is followed by the relaxed part of the evening. The Saturday sees us make our way along narrow, curved side roads as we pass through the Westerwald into the wild and romantic Siegtal valley. After lunch at the castle near Mael, we continue on our way, which now brings us back to the Rhine. From here we return to Bad Honnef-Rhöndorf.



48 BMW COUPES



Presentation of the vehicles on the Ziepchensplatz.



Highlight of the gala evening: the dance corps of the Siegburg musketeers.

At the end of the 170 km trip, all the coupés return safely to the Ziepchensplatz beneath the Dragon's Rock (Drachenfels). The first chancellor of West Germany, Konrad Adenauer, once lived in Rhöndorf and according to legend, it was at this rock that Siegfried slayed the dragon. The club members are welcomed by the Lord Mayor and the vehicles presented to the well-informed audience.

The climax of this year's event is the gala evening in the Bad Honnef Kursaal. An exquisite buffet has been laid out with special treats and delicacies, during which the trophies are handed out for the winners of the days riding events. With the added attraction of a tombola, there is really something for everybody. We are particularly delighted with the support shown by the hotel, who provides the tombola with a voucher for a weekend stay for two.

The highlight of the evening is the surprise appearance of the dance corps of the Siegburg musketeers, a dance group that entertains the 90 guests with the colourful regional carnival traditions.

The meeting ends on Sunday morning with the traditional car boot sale, after which it is time for us all to make our way home.

But those who still aren't quite ready to leave are happy to take up the invitation extended by Stephan Profitlich to visit his bakery and watch how he makes his fresh rolls in accordance with an old Rhineland recipe.

As Johann Wolfgang von Goethe once said:
"A clever man finds the best education through travel."

Or in the words of Ferdinande Maria Theresia Freiin von Brackel:
*To the Rhine, to the Rhine
Don't travel to the Rhine, my son I tell you well.
You will find life there too joyful,
Your spirit will grow too blissful.*

The committee of the BMW Coupé-Club would like to thank all those who participated in, helped with and organised this fantastic meeting. And if anybody reading this is planning a trip to the Rhineland: Plan at least one overnight stay – we still have some Roadbooks left over!

Euphoria at the gala evening.



At the bakery of Stephan Profitlich.



SALZBURG

THE 45TH INTERNATIONAL BMW M1 MEETING

Wolfgang Melter, President of the BMW M1 Club e.V.

September 8, 2011, Thursday afternoon. The crews of the first of altogether 24 BMW M1s arrive with their cars at the Crowne Plaza Hotel in central Salzburg. The hotel is located close to the Mirabell Palace with its marvellous gardens and their glorious panoramic view of the majestic fortress. And it isn't just M1s that continue to arrive, but a whole host of other BMWs, including several Z8 models. This time, the club president suggested extending the invitations not only to members but also to their sons and daughters, to give them a chance to see what club life is all about. At 7.00pm, all the guests gather in the Classica Lounge for dinner and the first of many rounds of car talk, before moving over to the hotel bar.

September 9, 2011, Friday, 9.00 am. All the cars line up punctually along the car park to the front of the Mirabell Palace to begin the orientation ride through the beautiful Salzburg lakelands. We stop for lunch at the fantastic Winterstellgut restaurant, preceded and followed by a series of special checks to sort out the men from the boys. A climb up the fortress is scheduled for 5.30pm, followed by a guided tour arranged especially for us and then up to the seventh floor of the Stein Hotel for dinner overlooking the rooftops of Salzburg.

September 10, 2011, Saturday, 9.00 am. We leave and make our way together to the Salzburgring, where we have arranged to meet our friends with their Procars; the meeting



The Procars just before the grid.



very left picture fltr: Michael Steffny, Head of Histo Cup Austria with Sepp Mannhalter from Austria, involved since the first PROCAR race in 1979.

fltr: Peter Wenger, organiser, Gisela and Wolfgang Melter, first place in the club competition and Mike Höll, organiser.

was initiated by club members Axel Hagemann and Peter Wenger. Of the 28 originally registered, 20 have actually come, making this the largest gathering of Procars since the grand old days of 1979/80. The most powerful of these is the group of 5 Procars with 85bhp. Drivers of M1 series models now have a chance to put their cars to the test on the Salzburgring and really see what they can do; the only important factor is that they follow on from their own prescribed lap timing with as little time discrepancy as possible. A film crew from Sky Television is on hand to record the event for its 'Motorvision' programme. President Wolfgang Melter asked Jochen Neerpasch to come along to the Ring, which he has gladly complied with, giving interviews and making himself generally available for the film report. Paul Rosche also confirmed his attendance but in the end he is unfortunately unable to come. But Jochen Neerpasch is not alone, for Sepp Manhalter and Harald 'Nippel' Grohs, both drivers from the earlier days, are also here. Harald Grohs has plenty of anecdotes to tell, including a story about how, with the assistance of H. J. Stuck, he managed to clock up a time at Le Mans in his M1 that he has never since been able to equal. But the best things are the many fans and the fantastic and highly enjoyable atmosphere. The sight and sound of the Procars are still as thrilling as they always were. Once the Procars have completed their laps, the M1 series models line up for a series of unique photos. With 20 Procars and 24 road M1s gathered together in one place, it is clear that a meeting like this will (sadly) not happen again for quite a while. But even the most enjoyable Saturday afternoon of the year has to come to an end some time, and we still have the Mozart

concert in the marble hall of the Palace to look forward to, with an encore of – naturally – Eine Kleine Nachtmusik. After a short walk back to the hotel, it is time for the gala evening complete with the trophy ceremony. The delicious five-course dinner is accompanied by highly palatable Austrian wines, and punctuated by the trophy presentation, led by Peter Wenger and Mike Höll. New members Veronika and Gotthard Mayr win the third prize, while the second prize goes to Andrea and Jürgen Preun, also new members. The overall winners are Gisela and Wolfgang Melter. To make sure the calories don't hang around for long, there is plenty of dancing, and, as you will already have guessed, the evening ends in relaxed fashion at the hotel bar.

September 11, 2011, Sunday, 9.30 am. Time for the annual general meeting, which is concluded fairly quickly. Then it is time for many to bid their farewells and turn their attention to the trip home, which for some is more than 800km away. But for those who can't get enough, there is still a chance to stay on and return to the Salzburgring, for another appearance of the Procars. Some Procars are fitted with a passenger seat. For a fee, the more courageous visitors are able to reserve a seat and sample the unique atmosphere of a few laps in a Procar. Reliable sources have informed me that every one of those who take advantage of this offer leaves the vehicle with a thrilled expression on his face.

I would like to thank the organisers of the meeting, Peter Wenger and Axel Hagemann. For a detailed report and plenty of photos, please go to: www.bmw-m1-club.de



ITALY



2ND BMW INTERCLUB MEETING

Alessandro Botta, President of BMW Youngtimer Club Italia

The organising team.

On Sunday, September 11, under a beautiful Italian sun, the second “Raduno BMW Interclub” took place, an annual gathering organized by BMW Youngtimer Club Italia and BMW Drivers Club Italia.

It was open to all the BMW Clubs and even to all BMW enthusiasts, promising to be a big event for promoting the official clubs and involving as many Bimmers as possible. BMW E21 E30 Club Italia joined soon the event, so having 3 of 4 official clubs in Italy presented to all the participants. Very interestingly other BMW Forums and unofficial clubs, such as the Z3mendi, invited their members to come and visit the meeting, overcoming competition, which is very rare, especially in Italy, where individualism is the rule. The pool of organizers, Alessandro Botta, Marco Frigero, Carlo Muccio and Simone Passarini had this in mind while conceiving the project. One very important mission was to show, the advantages of being members of an official BMW Club or being an official BMW Club. The plan saw the first arrivals from 9.00 in the morning, and the BMWs were arranged in the various parks lots, ranging from cars with an age between 20 and 30 years, BMW M series, BMW Z series, to BMW 1, 3, 5, 6, 7, 8, X series; In total there were over 180 BMWs, the biggest ever event in Italy. After registration, each participant received a welcome kit composed by cap, car care (sponsored by Ma-Fra, leading producer in Italy), lanyards (special for the official BMW Club members, thanks to the BMW Clubs International Council), badges, and ballots for contests. The location of the event is the well known TecnoRally workshop of

Mr Pinetti, specialist in old and new racing BMWs as well as in restoration of road cars. On his premises there were many activities: Pinetti gave information and hints about race cars showing many of his cars; Supersprint, renowned for their performance exhaust, had an info desk, and showed the installation on an BMW M3 E36; Antonio “De-paip” gave a car detailing course (see his Youtube channel), using a BMW 325i E46; the judges valued all the cars, determining the rankings and the special awards, while the Bimmers could have a good time together, chatting about their cars, past, present and future, get information about the clubs in the club area, or having something to eat or drink, either offered by club members or found in the refreshment area. In the afternoon before the prize-giving it was possible to see the F1 GP, as any car enthusiast could not live without. The Nuvolari Channel host Marco Cortesi presented the prizes and the lottery, giving over 20 prizes and 19 awards and cups. All the participants were then invited to attend next year, as are all the BMW enthusiasts, aiming to see over 200 BMWs or Beautiful Masterpieces on Wheels.



TWO 2800CS BMW (N°47 AND 136) IN THE MONTE CARLO HISTORIC RALLY

Jacques Cajan, BMW Club de France

NR 136

Our number was 136...

I had not been able to go on 2010 edition as I was on an road trip in Africa with a 1602 BMW, 9,500 km from Cape Town (South Africa) to Mombassa (Kenya). This year The Monte Carlo Historic Rally 2011 edition was a real opportunity for me and over all, it was celebrating the centenary of the Monte Carlo Rally. Excitement, look for a co-driver, (the 2009 one was not available), application, suspense, finally a co-driver agrees to come with me. It was Benoit Cousin, very well known among the rallies promoters, being himself a rally organizer and the Handy Rally Passion President, a great organization which promote the historic vehicle world to handicapped people. At last, it's November, we are accepted and this will be my 4th Monte Carlo Historic Rally and the third one for Benoit. Incidentally, I learned that the President of the BMW Club de France will also be a competitor on a "Rally 2 Simca", a very efficient car.

This year, it will be a completely new itinerary for the concentration legs, with departures from Marrakech, Warsaw and Glasgow for us, due to the age (1969... too young ...I'm kidding..) and to the engine capacities of our car. Some days before starting, the car left Reims on a truck and we got there by plane 2 days before. This year, the rally is quite difficult, there is almost 2 nights without sleep, 2,200 km of concentration legs, not very easy for our old mechanics even if they are well prepared. Even more, at the arrival before to get some rest, we must finished the concentration leg with a regularity special stage. Quite nice the ACM!! Finally, I won't talk of the 15 special stages that we have more or less succeeded, particularly the second one which costs me the same aisle than in 2009, sliding toward a pole that clearly stopped us. I won't talk about all the friends we met, particularly



the members of the BMW Club de France who came to encourage us, warming up the deep winter. The competition ended with not too many problems, that was the most important for us, even though we got a 11,000 points penalty for a controller's mistake at Langres , which meant for us a loss of 15 places. We ended the 201st. We had a lot of fun too, and friendship was always there.

A CLUB MEMBER'S PASSION

Peter Robinson, BMW Car Club New Zealand

It was a visit to Buchloe in 2005 that triggered a desire to build a replica of ALPINA's finely detailed DTM racing BMW E30 M3.

As part of a trip to Germany to attend the BMW Clubs International Council Meeting in Leipzig, BMW Car Club New Zealand President, Gerry Hodges, and I visited ALPINA HQ in Buchloe. Gerry and I were treated to a tour of the factory followed by a very fast ride on the local autobahn in a B5S. Both events made lasting impressions on both of us, but during our visit another car caught our attention. It was the BMW E30 M3 race car on display in pride of place in the main showroom. The large white Michelin man – Bibendum is his name, on top of ALPINA's green and blue colours looked stunning and when you looked closer you could appreciate the level of detail and the high build quality of this race car.

I returned home to New Zealand with a strong desire to own and drive a race or rally BMW M3, but I already had a race car - a South African BMW E30 325iS. These cars were built with the M3 suspension and brakes and then fitted with an ALPINA 2.7 litre engine. It was a great combination, but it was not an M3.

A few years later a neglected BMW E30 M3 road car from Japan was offered for sale and I decided to approach my financial controller to seek approval to change race cars. I assured her that all I would need to do was fit a safety cage, polish the paintwork, transfer a race seat from the 325iS, fettle the brakes and suspension, change the fluids in the engine, replace the belts and hoses, and go racing. Wrong! Many tens of thousands of dollars wrong actually.

As the car still wore most of its original diamond schwarz paint I thought a simple buff and polish and the addition of some gold coloured JPS livery would make it look fast. However my good friend and influential member of the BMW Car Club New Zealand decreed that this would not be appropriate here in Australasia, the home of the Frank Gardner JPS race cars from the late 1980's. I certainly didn't need much encouragement and so the project suddenly grew in scope to a total repaint. Now then, what colour scheme and livery would look good and be different to all the other local cars? - The larger than life Michelin man on ALPINA colours was the obvious choice. My first step was to seek approval to copy this livery from both Michelin and ALPINA and after a short delay



this was granted by both companies. In fact I understand that Michelin have listed my car on their register of motorsport vehicles which are allowed to be raced or displayed in the Michelin livery anywhere in the world.

Next I spent some time ensuring that I had the car painted in the correct green and blue as used by ALPINA. At the same time I had a friend who, with the help of the New Zealand distributor for Michelin tyres, accurately determined the correct Michelin man (Bibendum) logos and all of the other supplementary sponsor's decals from the original cars.

Over the next 2 years I managed the project during my time away from my work at sea and selected several local specialists in fabrication, panel and paint, engine building, suspension and brake modifications and general race car preparation. I was fortunate to find very good business owners who were prepared to accommodate my desire to do some work on the car myself, not only as an attempt to keep the costs down, but also to have greater involvement in the project. Several hundred hours of work, and tens of thousands of dollars later, I am the very proud owner of a good looking, well built BMW E30 M3 race car.

Although it is not built to complete Group A specification, there are some nice components in the car such as: a genuine BMW Motorsport carbon fibre plenum dated 1986, BMW Motorsport steering rack, BMW Motorsport suspension parts, replica DTM oil sump and instrument cluster. I wanted to create a reliable race car which is road registered, one that can be entered for tarmac rallies or hill climbs, and which also can be driven to the

race tracks to participate in classic race meetings. The overall specification of the car lies somewhere between Group N and the Prodrive rally cars. The engine delivers a lot of torque partly due to the long stroke billet crankshaft which was only discovered when the engine was stripped down. Although a pedal box is fitted with in-car adjustment for brake bias, the rotors and calipers are production M3 parts. The suspension is an adjustable coil over set up both front and rear and I believe this combination will deliver the agile, well balanced rear wheel drive car that the BMW E30 M3 has become so well respected for.

Some aspects of the original car have proven to be difficult to replicate, such as the special 17 inch ALPINA racing wheels built by Ronal and the blue suede upholstery fitted to the door cards and other interior linings. I have a temporary solution for the wheels until I can get some rims copied and I have coloured the cloth panels in the standard E30 door cards to give the ALPINA blue look to the interior.

I have a few more ideas for development of the car over a period of time but for now I can hardly wait to enjoy this car in the environment it was built for. I just hope my driving is up to the standard of the car.

Was it worth the time, money and effort? – oh yes without a shadow of doubt in my mind. I'm not so sure that the financial controller holds the same opinion, although after some laps in the car at the local racetrack recently I think she is beginning to "bond" with this special car.

RACE CAR





BMW CAR CLUBS INDONESIA “JOY OF THE 8TH YEAR”

Irwin Rizki, BMW Car Clubs Indonesia

BMW Car Clubs Indonesia (BMWCCI) was established on May 24th, 2003, in the Capital of Indonesia, Jakarta and has become a member of the BMW Clubs International Council on December 14th, 2006.

Today, BMW Car Clubs Indonesia consists of 12 chapters that are located throughout Indonesia and two Registers which are: BMW E30 Register and Classic Register with more than 700 members.

On June 11th, 2011, BMW Car Clubs Indonesia celebrated its 8th anniversary, with the theme of “Joy of the 8th Year”, which was held in one of the malls in Jakarta. Our club put the event of “Joy the 8th Year” together with BMW Indonesia, and Astra BMW as the authorized dealer of BMW in Indonesia.

This event began with the handover of BMW CCI's Chairman position from the chairman of the period of 2009 – 2011, Mr. Syaifu Rahman to the chairman of the period of 2011 – 2013, Mr. Bernhard Sibarani followed by entertainment, games, and photo sessions with BMW cars of the attended members as the background. About 300 cars of BMW attended this event, which consisted of many BMW body types like BMW E28, E30, E36, E90, E34, E39, E60 and several BMW M series. They came from the Jakarta chapter, Bogor chapter, Bandung chapter, BMW E30 Register, BMW M Owners Club Indonesia and several communities of BMW enthusiasts in Jakarta.

In its eight years of existence, BMW Car Club Indonesia has carried out many large club activities such as Ultimate Driving Day, Club Touring, Family Gathering, Workshops which cooperated with BMW Indonesia, Bimmerfest (2007, 2008, 2010), also participation in car racing activity.

BMW Car Clubs Indonesia is now preparing for Bimmerfest 2011, in Bandung, West Java oncoming date of October 30th 2011.

And in July this year – BMW Car Clubs Indonesia was the host of the BMW Clubs Asia Annual Meeting in Bali, attended by Mr. Ian Branston, Chairman of the BMW Clubs International Council. This meeting was to discuss the fundamental principles of BMW Clubs Asia.



The founders of BMW Car Clubs Indonesia are really satisfied, while in the beginning, this club was started with only several persons who was gathering and using mailing list group media as the forum, until today there are almost 700 members have joined to be part of BMW Car Clubs Indonesia. Hopefully, BMW CCI can grow even bigger in the future.

The cooperation with BMW Indonesia also has become increasingly close while BMW Indonesia supports BMW Car Clubs Indonesia activities excessively.

Greetings from us, BMW Car Clubs Indonesia, to all the members of the BMW Clubs International Council.

Facts and figures:
 Date of foundation: 2003
 Number of members: 700
 Type: Car club
 Website: www.bmwcci.com

NOVEMBER

Night of the White Gloves at BMW Museum, Germany
25.11.2011, www.bmw-welt.com

DECEMBER

Night of Colors – New Year’s Eve Party at the BMW Welt, Germany
30.12. – 31.12.2011, www.bmw-welt.com

JANUARY

Annual General Meeting of the International BMW Classic and Type Clubs Section, Germany
27.01. -29.01.2012, www.bmw-clubs.org

MARCH

Working Meeting of the Council Board in Melbourne, Australia
08.03. – 15.03.2012, www.bmw-clubs-international.com

Techno Classica in Essen, Germany
21.03. – 25.03.2012, www.siha.de

Retro Classic in Stuttgart, Germany
22.03. – 25.03.2012, www.messe-stuttgart.de/retro

FURTHER HIGHLIGHTS 2012

BMW Z1 Club e.V. celebrates “25 Years BMW Z1”, Germany
02.06. – 09.06.2012, www.bmw-z1club.de

BMW 3er Club (E21/E30) celebrates “30 Years BMW E30”, Austria & Germany
14.06. – 17.06.2012, www.bmw-e21e30.de

BMW Motorrad Days in Garmisch-Partenkirchen, Germany
06.07. – 08.07.2012, www.bmw-motorrad.de

BMW MOA International Rally – BMW MOA celebrates its 40th Anniversary in Sedalia, Missouri, USA
19.07. – 22.07.2012, www.bmwmoa.org

BMW Clubs International Council Meeting in Asheville, NC, USA
30.09. – 04.10.2012, www.bmw-clubs-international.com



BMW Classic
 www.bmw-classic.com



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