



Council **News**

2/11

BMW Clubs International Council Newsletter

BMW MOTORCYCLE OWNERS OF AMERICA



RETRO CLASSICS
Stuttgart

WORKING MEETING
and Techno Classica

PORTRAIT
BMW Auto Klub Srbija

Dear BMW Club Members,

**New and improved.
It pays to have friends.**



Some time ago I had the pleasure of driving a BMW Z4 equipped with the latest double-clutch transmission (DCT). Every year several of our BMW Clubs Canada chapters receive a courtesy car for the weekend from BMW Group Canada, via our contact Rob Dexter, to use as pace cars at our joint club race and driving school events. And thanks to Rob, the cars are always new models, wonderfully outfitted, showcasing the latest from BMW. Rob does this as a favor to the club and it is very much appreciated but it also has the desired effect of wowing club members and BMW enthusiasts extraordinaire with the latest goodies from Munich. No question that the low-speed fan rides a few lucky members get to take make them lust after the new stuff from the company. It may be a sales strategy after all, but it's one we all approve of.

Just in case you did not get the connections among pace cars, club races, and driving schools, these loans from BMW Group Canada are for (restricted) use at road racing tracks. And they are some of the best and most challenging and thrilling in the world – LeCircuit, Calabogie and Mosport – the holy trinity of Canadian circuits. Does this show off the loaner cars? Yes! Is it a big deal for Rob to do this? Doubly yes!

Which brings me to the BMW Z4 with DCT. I was lucky enough not only to ride in this wonderful Bavarian beauty but to actually drive it. On a race track. Quickly. For those of you who don't know, I've been a driving-school instructor for about twenty-five years and a club racer for almost fifteen years. And much of that time has been in a real M3 – the BMW E30.

What did I learn about the BMW Z4? To be brief, I want one. The car in street trim was absolutely stunning to drive. I got nowhere near the limits of the beast as I had to respect the wishes of BMW Group Canada and also respect the limits of my talent – the car is that good.

But the star and new revelation for me was the DCT. Whatever you heard or read or experienced with SMG I or SMG II, you need to put all that aside. DCT is the next best thing to sliced bread. It shifts more quickly and more smoothly than is humanly possible. It certainly makes for faster lap times. If I ever get to build another race car it will be with DCT. This should be an option in the BMW 1 Series M Coupé. Larry Koch, are you listening?

What a drive! It pays to have friends. Thanks, Rob.

Phil Abrami
Vice Chair Automobiles
BMW Clubs International Council

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TRIBUTE TO THE NEW CLASS CARS

Andy Andexer, BMW 02 Club e.V.

In 1991, a BMW 327, with fifty years behind it, would undoubtedly have been regarded as a classic car or oldtimer. Today, in 2011, a BMW 1500 or other New Class car does not enjoy this status in everybody's eyes, although these cars too have now turned fifty.

This is one more reason to celebrate this big five-O with an appropriate homage to the New Class car

On June 22-26, 2011 the

BMW 02 Club e.V. will be hosting its third BAVARIA TOUR. And again, applications have been sent in by nearly 300 teams from nineteen nations, or about 600 international fans of the brand, with their classic BMWs ready to experience Sheer Driving Pleasure in its purest form on their way from Oberammergau to the Alpine regions between Germany and Austria.

The journey will be taken in small groups, at a leisurely pace without the pressures of time. Some participants will be passing by Lakes Kochel and Walchen before they take the old Kesselberg racing circuit deep into the Karwendel Massif and into the Alpine village of Eng, where lunch will be waiting for them at the Alpine inn. Back to Oberammergau, the journey continues through the rugged, natural wildness of the upper Isar Valley, and past the characteristic "Buckelwiesen" or "bumpy fields" that were left over from the last ice age and can be found only here near Garmisch-Partenkirchen.

Another group will be expected in Kühtai, Tyrol, for a midday break in the Dorfstadt inn. The way there will take the group past Linderhof Palace, along the lake Plansee, through the Zugspitz Arena in Tyrol, and up to an altitude of over 2,000 metres. On their way back, the group will have to take the tight turns of the Haiminger Sattel pass before continuing on through the orchards of the Inntal and finally arriving along the Leutasch Gorge in Oberammergau.

As in 2002, when the first tour took place in the "year named after a BMW", or in 2006, in celebration of the 40th anniversary of the "02 Series", the special "BMW Day" has now become part of a Bavaria Tour. This year, BMW Classic is inviting all participants to the Schleissheim Palace. From here, there will be tours of the BMW Museum, BMW Welt, and the collection of BMW Classic cars, including exhibitions in the Palace and the nearby historical aviation museum run by the Deutsches Museum. In the evenings, tradition calls on everybody to meet at the Ammergauer Haus, in a cosy ambience for the evening meal. A local band will be performing live on stage, but there will be no lengthy speeches. Instead, the participants will want to use the time to meet up with old friends, make new friends, and chat about the day's experiences.

www.bavaria-tour.info



A lovely route through spectacular landscape.

The castle "Linderhof".



BAVARIA TOUR 2011



WELCOME TO BMW MC RALLY, NORWAY

Geir Ottar Enger, Lillehammer Motorsykkelklubb (LMK)

Lillehammer Motorsykkelklubb (LMK) once again has the pleasure to welcome our BMW MC friends to Lillehammer and the Norwegian BMW MC Rally 2011. This rally last took place here eight years ago, at the Hunderfossen camping, a very successful rally with many guests. LMK is a club for all kinds of motorcycles – and all kinds of people, and currently has around 110 members. We meet every Wednesday for an evening ride and make around 4-6 week-end trips each season.

This year the BMW MC Rally will take place at Lillehammer camping, which is on the shores of lake Mjøsa, the largest lake in Norway. The camping ground is a 10-minute walk from Lillehammer town center and the Strandtorget shopping center. To register for the BMW MC Rally, please go to the homepage for Lillehammer camping – www.lillehammer-camping.no. You can also find the rally on Facebook. During the rally, you will of course be invited on several different trips, on both gravel roads and asphalt, some routes are easy, some perhaps a little more challenging. August is a biker month and more than 23,000 people ride their motorcycles across

the mountains from Rena to Lillehammer (94.6 km). Around 10-12 of the LMK members help out with this race each year, on their motorcycles, of course, and know the route well. Therefore we can promise you an unusual and interesting trip. This will be for an RS/LT as well as for a GS. If you are interested in other things apart from motorcycles, Lillehammer can offer many different cultural experiences. We have one of Norway's largest and best art museums, the famous outdoor museum Maihaugen, and of course the Olympic arena etc. A visit to the famous "Arne's vaffelpresse" (waffle press) will of course also be possible.

Lillehammer motorsykkelklubb welcomes you to BMW MC Rally 2011, August 4-7.

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BMW MOTORRAD DAYS 2011. THE PARTY GOES ON!

BMW Clubs International Office



Photo: BMW AG

The BMW Motorrad Days in Garmisch are now a fixed date in the calendar for the two-wheeled fraternity sporting the white-blue emblem. The small Bavarian town will once again be the meeting point for BMW motorcycle enthusiasts from all over the world. More than 35,000 riders and fans notched up a record number of visitors last year. Another exciting and multifaceted program will again be on offer this year. BMW Classic will be back again as a contact point for any issues relating to classic BMW motorcycles, as well as the BMW Clubs International Office, together with Ian Branston and David de Bruyn of the BMW Clubs International Council Board. We would like to cordially invite all BMW Club members to the eleventh BMW Motorrad Days. As with last year we can provide free Rider Passes which will be available at the BMW Clubs International Office stand in the BMW Classic tent. We look forward to seeing you there!

Further information about the BMW Motorrad Days 2011 can be found here:

www.bmw-motorrad.com/motorraddays

BMW CLASSIC. JOY NEVER ENDS.

BMW Classic

Last year BMW Classic launched an extensive advertising campaign. The aim of the BMW Classic image communication was to make the modern style and everyday suitability of BMW vintage cars and recent classics accessible to a young, style-conscious target group. With the new claim “Style never ends”, selected classics such as the M1 and the BMW 2002 tii were shown in a modern setting. This sparked considerable interest: fans of the advertisements ordered campaign motifs again and again.

Since classic cars have a stubborn reputation for being impractical in everyday use, BMW Classic decided to demonstrate the everyday suitability of BMW classics in a rather unusual way. A 5-day European tour from Munich to Marseille in a 3.0 CSi was undertaken to prove that recent BMW classic cars are indeed highly practical. It was possible to gain the services of celebrities Mirjam Weichselbraun and Matthias Malmédie for the campaign. Mirjam Weichselbraun is an Austrian presenter and actress. Matthias Malmédie is a German racing driver and presenter. He is the originator and presenter of the TV automobile show “Grip”.

During the course of the trip, the two protagonists had to perform a number of tasks relating to the BMW 3.0 CSi. The result was 5 film episodes on each stage of the tour: they can be viewed on the website www.freude-hoert-nie-auf.de. There are also photos of the tour, a blog and further information on BMW and its historical automobiles and motorcycles.

The integrated BMW campaign “Joy never ends” is the key focus of a communication strategy by means of which BMW is seeking to raise the profile of BMW Classic and convey the appeal of historical BMW automobiles and motorcycles. After all, a desirable and vibrant brand needs a living history. It is up to BMW Classic to go on telling the story of the brand’s past, thereby filling it with soul, life and personality.

In view of the great success of the campaign, it will be continued in 2011 with new motifs.



THE BMW MOTORCYCLE OWNERS OF AMERICA

Greg Feeler, President BMW Motorcycle Owners of America

The BMW Motorcycle Owners of America - often called just "the MOA" - is 39 years old this year, and while we are planning some special celebrations for our 40th Anniversary in 2012, we are very much involved today with making owning and riding a BMW motorcycle more enjoyable for our 34,000 members and 200 + Chartered Clubs. These efforts include our SuperStakes II motorcycle drawing, small regional events, training for our local club leaders, riding skills training for our members, and naturally our International Rally.

We are in the second year of our SuperStakes spring member promotion. Last year we gave away a new BMW S1000RR as the Grand Prize, and this year with over 18,000 tickets, we gave away not one - but two - BMW R1200GS Adventure bikes! Each SuperStakes also includes several international tours, and smaller prizes like tires, riding accessories, and gift cards. Something even more exciting is planned for 2012!

Historically, all the BMW Umbrella Clubs in the U.S.A. hold a large annual event, and the MOA is expecting one of our largest ever this year! However, the U.S. is a big country and many members cannot get to our International Rally every year, or prefer a more intimate event in a unique setting. For these people we created our hotel-based "Weekend Getaways" three years ago, and will host one in September in Cedar City, Utah and another in October, 2,575 km away, in Tomah, Wisconsin. These run from Friday through Sunday at a quality hotel, and feature a Friday evening reception and a delicious banquet dinner on Saturday after a day of riding beautiful local roads. Attendance is limited to about 125 people.



Scott Moreno, owner of IMT-Bike Tours (l) and Rainer Buck of Edelweiss Tours (r).





Weekend Getaway event at Cedar City, Utah.

Cedar City is the gateway to the American “Canyon Lands” composed of Zion, Bryce Canyon and Capital Reef National Parks, along with Brian Head National Monument, all of which offer breathtaking scenery of cliffs and multi-colored canyon walls, connected by delightful motorcycle roads. A (long) day’s ride away is Arches National Park and the world-famous Grand Canyon.

Tomah, Wisconsin is a new location this year and will feature three riding options. The first is a sport-bike rider’s dream running through some of the most exciting and challenging roads in Wisconsin: the switchbacks of Wild Cat Mountain and the invigorating Mindoro Cut! The second ride is our offering to GS riders, with some Wisconsin-style off-roading. Riders will follow the Trans Wisconsin Adventure Trail south through the farms and woodlands of western Wisconsin. The third ride will be more sedate, and embraces Wisconsin’s cranberry country and Amish communities. A cheese-factory tour and homemade ice cream stops can be made along the way. With autumn temperatures and leaves in full splendor, this will be a ride to remember.

But, let’s jump back to the beginning of the summer! From May 28 to 30 we are offering special hotel room prices for our members to attend three days of the FIM World Superbike races at Miller Motorsports Park in Tooele, Utah. This is the only World Superbike race in the USA and was very popular with BMW riders last year. It provides a great opportunity for our members to support their favorite brand in the stands during the day, and enjoy each other’s company at a special reception with door prizes on Sunday evening.

Then we come to July! To help our Chartered Clubs we hold a Leadership Summit the day before the official beginning of our International Rally. This is an opportunity for local club representatives to discuss the issues affecting the local club experience with special speakers, other club leaders, and members of the MOA Board of Directors. Topics include membership recruitment, how to motivate and manage volunteers, member communications, organizing events, and many other topics. Since starting this program three years ago we have received tremendous positive feedback from our local club leaders.

And now we’re at the opening of our 39th Annual National Rally in Bloomsburg, Pennsylvania! This is our annual family reunion and this year’s theme is “Friends are Family”. We are expecting over 10,000 BMW motorcycle enthusiasts from July 21 to 24! The rally site is located among rolling hills of farmland, quaint villages, and dense



forests that provide a cool canopy on a hot summer day. There are hollows choked with laurel, and twisty mountain roads that lead to high ridges offering views of 30 miles or more. Within a day's ride are many of the famous battlefields of the American Civil War, including Gettysburg.

While at the rally, riders can attend their choice of over 120 technical seminars, shop at over 150 vendors offering just about every imaginable motorcycle accessory, view classic bike shows and riding demonstrations or enjoy a cold beer at our beer garden. Approximately 6,500 people will be camping on site, so there will be many opportunities to see old friends and make new ones!

International Rally 2009
in Johnson City,



GS dual-sport riding
instruction events.

34,000 MEMBERS

Of particular note at the International Rally will be the riding skills classes offered through our Rider Performance University™ or "RPU". This is our program to provide advanced on- and off-road rider skills education. This year there will be classes taught by Keith Code of the California Superbike School (who uses BMW S1000RRs in his classes), Stayin' Safe Mini-Sessions (a condensed version of their two-day program), and also the Total Control Advanced Riding Clinic, which is based on noted riding instructor Lee Park's best-selling book "Total Control". Rider and safety education is a major focus of the MOA, and through RPU and our BMW Motorcycle Owners of America Foundation we are educating our members to be better riders who can safely take advantage of the advanced capabilities of the BMW motorcycles.

There is something to do throughout the May-October riding season and much more information is available on our website www.bmwmoa.org or through the electronic version of our Owners News magazine! We extend a warm invitation to our extended family of BMW riders throughout the world to come and share in the fun!



Rider Performance
University (RPU).



RETRO CLASSICS, STUTTGART 2011

Ralf Ziegler, BMW 3er Club (E21/E30) e.V.

Now and again it's time for something new. There was a premiere in Stuttgart this year: for the first time, BMW Classic officially took part in the Retro Classics. At a 1,800 m² stand directly at the front of the very favorably situated Hall 3, BMW Classic set up its Event Truck to present its parts service, Classic Centre and archive services. The presentation also included four fairly recent classic BMWs: (from left to right): the Jägermeister BMW E21 320i Gr. 5, which was also on show at Techno Classica 2010, a BMW E30 325i Full Convertible, featured in the odd press article here and there in recent weeks, a BMW 2000tii (later exhibited at Techno Classica 2011 at the Auto Bild stand) and a prototype of the BMW 850i Convertible, which was sadly never built. As the description indicates, a surface area of no more than 300 m² is required for these vehicles. BMW Classic made the remaining 1,500 m² available to the BMW Classic and Type Clubs. Most of the Clubs were very happy to take up the offer. Andreas Winkler developed a very economical concept, which limited Club expenditure to an unavoidable minimum: rent for the counters (it is worth mentioning here that the counters were of the correct height and fitted with lockable compartments), comfortable stools, a few sets of chairs, and there was a small beer garden with an attractive surrounding fence consisting of a display of Alpina wheel rims over the decades which was contributed by the Alpina Gemeinschaft. Otherwise the

exhibits spoke for themselves. And they certainly had more than enough space in which to do so, in particular because after lengthy debate one large club curtly cancelled its attendance just before the show started. But the photographs are deceptive: the stand



certainly was not empty. In fact it was often packed full of fair visitors and there were lots of interesting discussions and questions to answer. Most of the photographs on these pages were taken before or after the trade show so as to provide a clear view of the cars themselves. So what did the dual-headlight clubs have to offer – or, to be more precise, their members? Let's start with the 5 Series: the

And by no means must we forget the Isettas and the BMW 326 Convertible (which celebrates its 75th anniversary this year), not to mention the Veteranenclub motorcycles.



BMW 5 Series E12 and E28 IG showed a wonderful fjord-colored BMW E12 528i and a BMW E28 535i. The BMW 5 Series E34 IG had a silver BMW 525i Touring on display, and the Alpina Gemeinschaft brought along a red BMW E34-B10 Biturbo Sedan.

In terms of 3 Series there was a silver BMW E21 Baur TC1 from the Baur TC Club (the same one that was displayed at Techno Classica incidentally), a BMW M3 E30 Full Convertible from the BMW 3er-Club (E21/E30), which was as rare as it was beautiful, and a red Baur TC4 from the Baur TC Club. Placed in close proximity to one another, there were also two silver 6 Series: one exhibit from the BMW 6er Club, one exhibit from the Alpina Gemeinschaft. And there were lots of other interesting vehicles to be admired at the stand: a few Alpina models were to be seen here and there pro-

vided by the BMW 02-Club, while the chamonix-colored BMW E3 from the E3 Limousinen Club look just as delicious as the exhibit at TC two weeks later – but they were two different cars. The same applied to the white Glas 04 CL – it looked just like the TC car, but in fact they were again different specimens. Other cars on show: BMW Z1, Z3 (as M Roadster and M Coupé) and BMW Z8, M1, 8 Series, 7 Series E23 and, as an eye-catcher directly opposite the Porsche stand, Werner Hand's BMW 3.0 CSL. And by no means must we forget the Isettas and the BMW 326 Convertible (which celebrates its 75th anniversary this year), not to mention the Veteranenclub motorcycles. Which simply leaves the question of 2012: Retro Classics and Techno Classica are on at the same time – what shall we do?





THE PLEASURE AND PAIN OF COUNCIL BUSINESS

Ian Branston, Chairman BMW Clubs International Council

After a relatively short journey for me to attend the Council Meeting in Queens-town last October, things felt as though they were back to normal when I boarded a plane for the first of 4 flights and almost 30 hours travel on my way to Essen, Germany for our Working Meeting in early April. Long-haul travel these days has little to do with glamor and a lot to do with boredom and queuing. Suffice to say I arrived safely in Essen. Unfortunately my luggage did not. It decided to show up a day later, but this small setback could not prevent me from looking forward to one of the reasons for this trip.

Here I was, in Essen, and the chance to spend more than two days exploring the halls of the Techno Classica Car Show. This annual event is truly staggering, and the Board decided to have its Working Meeting at the same time as Techno Classica so we would have the opportunity not only to visit the show, but also to meet participating club members. As it turned out, 19 clubs were represented at the event.

The BMW stand, as in previous years, was made up of a mix of vehicles from BMW Classic and club members. In addition to BMW models, the stand also had a great display of Minis and two stunning examples of the Rolls Royce brand. While I was really thrilled to have the opportunity to meet and chat with Rauno Aaltonen, World Rally Champion for Mini, I had two other goals to meet before we got down to Council business – namely, to meet as many of the club representatives as I could and also to see as much of the show as was humanly possible. As it turned out both were significant but thoroughly enjoyable challenges. One thing struck me as I met club representatives over the next couple of days.



Ian Branston (left) with Ruediger Jopp, BMW Veteranen-Club Deutschland e.V. (right).



Techno Classica – world leading fair – attracted 178,300 visitors with 1,200 exhibitors from 30 countries in 2011.

Everyone had the same level of passion for the BMW brand. Many displayed that passion by displaying their own immaculate machinery, others blew me away when they told me they attend this event, without fail, every year. Amazing! I have made much the same commitment to attend the Formula 1 in Australia since 1985 but that's for my entertainment. These guys come here, year after year, at their own expense, to work!! They tend their respective areas, clean the cars and answer all manner of questions from members of the public. I could not help but be impressed. And language was no barrier. I was able to learn about some of their achievements, restorations and the like and if English was in limited supply (more so than my German), Kati Hockner from the BMW Clubs International Office was able to step in and keep the communication flowing. It was just so great to have this chance to meet members from such a range of clubs – I even joined one of the clubs. And I bumped into a few other people who were visiting, including Jim Westmacott from Vancouver, Canada and Jeff Heywood, President of the BMW Car Club in the UK (who shares a similar obsession to me when it comes to collecting BMW models).

So after several hundred photos, several hundred Euros and more than several models, I felt I had “done” Techno Classica. Having seen most of the show, I had the chance to turn my thoughts to what I made of the BMW stand; after all, it was the focal point for the brand. Its location certainly drew a crowd, and my first impression was that the area looked a little bare, or somewhat bland. However, after giving this a little more thought I came away actually liking the approach taken in that the center pieces of the stand were the cars. Not glitzy decorations or flashy backdrops. And access to the cars was almost uninhibited with only the newly restored BMW M1 having any barrier around it to spoil a photo or prevent a special viewing angle. Well done BMW Classic.

So, what happened at the Working Meeting? As in previous years, this can be summed up in one word. Plenty. The purpose of these “Working” Meetings is for the Board to deal with the administrative issues, sort out the nuts and bolts and set the timetable or strategies so that when the Council meets once a year it can get through its agenda with a minimum of fuss and no surprises.

As usual, the budget was at the center of discussions and after a small reduction at the end of 2010 we begin 2011 with a slight increase, but as always, this is subject to review. Our suite of communication tools came in for special attention and as you will have seen the quarterly newsletter has undergone a change of



f.l.t.r. Dr. Bernhard Knoechlein (Council Vice Chair Vintage), Ian Branston (Council Chair), David de Bruyn (Council Vice Chair Motorcycles), Ilka Huss, Kati Hockner und Andrea Sommer (International BMW Club Office), Dr. Philip C. Abrami (Council Vice Chair Automobiles), Ulrich Arendts (Manager Club Organisations BMW Group Classic).

format and this year a similar process will apply to our website. As we celebrate our 30th anniversary this year, some resources have been allocated to mark the event. Exactly what resources will be revealed at our Council Meeting in Berlin in September. The transition to our “new” logo is progressing and in some umbrellas the momentum is finally building. It was decided to change the closing date for award nominations so the deadline no longer coincides with the Christmas shut down of BMW Classic and the Club Office. The new deadline for nominations is now January 31 each year.

The Board members will continue with their program of increasing the Council's profile at club level by attending selected events. This year Phil Abrami, along with Ulrich Arendts and Kati Hockner, attended the BCE AGM, and the Board meeting in Essen has, as pointed out above, allowed interaction with the International Classic and Type Clubs. After the success of David's attendance at the BMW RA rally in the U.S. last year, it was decided he and I should attend the largest gathering of all, BMW Motorrad Days in Garmisch-Partenkirchen in early July followed by the BCE meeting in Mayrhofen, Austria a week later. I will also attend the BMW Clubs Asia AGM in Bali on my way back from Europe in July. Bernhard in the meantime will attend the BMW M1 Club meeting at the Salzburgring in early September.

There are several other relatively minor administrative projects still progressing, and planning is well advanced for the 2011 International Council Meeting in Berlin and in the U.S. in 2012.

From the meeting we identified two areas that will be the focus of our attention in coming months, perhaps years. First there is the ever present challenge we face that we generally refer to as the aging of our membership and the need to attract a younger group who, in time, will become custodians of our current fleet of motorcycles and cars. The other area relates to ensuring official clubs are treated equitably by the BMW corporation and its representatives wherever they might be. This also takes on the ever present situation of “black” clubs or clubs that operate outside the BMW-supported Council with the blessing and active support of local dealers or importers. Such topics, along with our operating practices, ensure we will all have plenty to consider in Berlin and beyond.

Of course, any trip to Germany is not complete without a visit to Munich, so I had a few days in the Club Office to attend some meetings and take the chance to visit the Art Cars on display in the BMW Museum, including the newest addition by Jeff Koons. If you think it is stunning in photos, wait until you see it in the flesh! I was also able to enjoy an unforgettable birthday in Munich before I reluctantly once again joined the line at check-in and started another 30-hour journey home. But, I assured myself, it was worth it.



This drawing was a gift from members of the BMW Auto Club Columbia to the team of the International BMW Club Office presented during the Techno Classica.



BMW AUTO KLUB SRBIJA

Andrej Vasiljevic, Art director BMW Auto Klub Srbija

Serbia has always been a haven for automotive lovers. As a part of that devotion, BMW holds an important role and presence dating back to the 1930s, when Belgrade Fair hosted car exhibitions, starting from 1938 until 1941. The car that undoubtedly cemented BMW as a master of Serbian roads was the legendary BMW 2002 (E10), which was present in large numbers on Serbian streets. It gathered a significant community of fans and admirers right up until the present day, reinforced by a brilliant motorsport performance. During the past few decades BMW has earned a high place in the Serbian automotive tradition, which continues to grow as time goes by.

Although there's been a number of fan clubs in the past, BMW has never had an official and recognized fan organization in Serbia until 2009, when a group of enthusiasts decided to put the blue and white badge on a Serbian map – BMW Auto Klub Srbija was established. The forming of a new club had much significance and many goals, yet all of them are based on three simple principles that unite us – collegiality, devotion and member benefits. One of those benefits offered to our members consists of numerous discounts, both for parts and maintenance, or other car-related services. These benefits are also available for all BCE members, no matter which European club they are coming from. Naturally we all like to have our four-wheeled friends in the best possible shape.

BMW Auto Klub Srbija is an acknowledged member of BMW Clubs Europa since 2010, and a regular delegate on assemblies and events organized by BCE. The club has also set up connections with the licensed BMW dealership in Serbia. By now, BACS has now reached almost 100 members and regular gatherings are traditionally organized each Friday in Belgrade. We have also developed a presence on the web through an interactive forum with more than 2,300 online users so far.

Another major event was scheduled in 2010: the first official BACS gathering, which was held on the May 16 in Belgrade. It was a huge success by all means, and was the first convention of this kind in Serbia with more than 150 participating cars. This event not only showed the passion of BACS members, but was also visited by many other BMW owners, fans and enthusiasts. BMW Auto Klub Srbija is soon to celebrate its second anniversary, and therefore we are glad and most pleased that the world's Ultimate Driving Machine is so appreciated in Serbia.

Facts and figures:

Date of foundation: 2009

Number of members: 93

Type: Car club

Website: www.bmwaklsrbija.com



JUNE

International Z1 Meeting 2012 in Munich, Germany

02.-09.06.2011, www.bmw-z1.de

38th Annual Meeting of GLAS Automobilclub International e.V. in Fulda, Germany

10.-13.06.2011, www.glasclub.org

BMW Veteranen-Club Deutschland e.V. celebrates 75 Years of BMW 328, Germany

17.-19.06.2011, www.bmw-veteranclub.de

M Race Day, Salzburgring, Austria

18.06.2011, www.m-club.de

Bavaria Tour 2011, Germany

22.-26.06.2011, www.bavaria-tour.info

JULY

BMW Motorrad Days in Garmisch-Partenkirchen, Germany

01.-03.07.2011, www.bmw-motorrad.com

47th BMW Clubs Europa Meeting 2011 in Mayrhofen/Tyrol, Austria

04.-10.07.2011, www.bmw-clubs-meeting.org

AUGUST

Annual Meeting of BMW 5er E12 and E28IG at Niederrhein, Germany

19.-21.08.2011, www.e12e28.de

1. International BMW Z3 Meeting at Castle Hohenkammer, Germany

27.08.2011, www.z3-roadster-club.de

36th International Annual Meeting of the Isetta Club, Schloss Braunshardt, Germany

24.-26.08.2011, www.isetta-club.de

BMW Classic Day 2011 in Memmingen, Germany

27.08.2011, www.bmwklassiker.com

SEPTEMBER

BMW M1 Club International Meeting 2011 in Salzburg, Austria

08.-11.09.2011, www.bmw-m1-club.org

M Race Track Training Mettet, Belgium

10.09.2011, www.m-club.de

BMW Clubs International Council Meeting in Berlin, Germany

24.-28.09.2011, www.bmw-clubs-international.com

OCTOBER

Auto e Moto d'epoca, Padua, Italy

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