

Council News

1/09

BMW Clubs International Council Newsletter



In a Goggo around the world – a dream trip in the 50's

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Dream trip for three

By Uwe Gusen, GLAS Automobil Club International e.V.
Photos: Peter Backhaus

This is the name of a film which was shown in German cinemas around 40 years ago (original title: "Traumreise zu dritt"). The couple Marlotte Aue and Peter-Heinz Backhaus – not yet married at the time – filmed a unique journey. Under their own steam and at times by ship and by plane they went round the world in their Goggomobil, which they christened "Schnüffelchen". Peter Backhaus, an experienced film-maker, had the

idea of travelling round the world in a small car. He got Marlotte interested in the idea and she was to act as the film's central leitmotif. He originally wanted to go to India and report on the landscape and people with a colour film. However, the idea soon developed into a trip around the whole world. Peter Backhaus secured the finance for the project.

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Dear BMW Club members!

A Vision was created – to establish an Umbrella for the Latin Americas to be proposed for acceptance to the Council at its meeting in Regensburg in September 2009.

Within the International Council Umbrella structure for the Americas – there has always been an allocated seat for the Southern part of the continent. The presently allocated seats are BMW Clubs Canada and the 3 Clubs representing the United States of America, namely BMW Car Club America, BMW Motorcycle Owners of America and BMW Riders Association.



There is no doubt that BMW owners are very active south of the USA border as there are a number of clubs registered with the BMW Clubs International Office under the category Associated Clubs as per the Council's constitution – as an example the Motorcycle Club in Mexico currently represent 16 clubs/chapters.

The list of clubs is extensive and very representative of Latin America, including Argentina - BMW Club Argentina with BMW Auto Club Argentina and BMW Moto Club Argentina and Club BMW Argentina, Brazil - BMW Clube do Brasil and BMW Car Club Brasil, Costa Rica - BMW Moto Club de Costa Rica and BMW Car Club of Costa Rica, El Salvador - BMW Moto Club El Salvador, Mexico - Moto Club Nacional BMW – Mexico and BMW Car Club de Mexico, and Panama with Moto Club BMW Panama. And these are only the registered Clubs.

With this in mind, the International Council Board invited the Latin American clubs to meet with them. A nomination process followed to agree who should be representing the clubs at a meeting with the Board, and a meeting was arranged for 7th February 2009 to coincide with the Board meeting. Expectations were high when the meeting started in the board room at BMW Classic in Munich, with delegates Ruben Tenorio-Vasconcelos from Mexico, Mariano Varsky from Argentina and Antonio Munhoz from Brazil.

The delegates have since already called all Latin American clubs to a founding meeting which is proposed to take place in June/July in Brazil. Also proposed is the language for the Umbrella to be Spanish.

Allow me then to repeat the invitation on behalf of the Council Board to all the Latin American clubs to join in the creation of their own Umbrella and wishing them well with the process. Tasked as the Board's coordinator for this initiative – which is a great privilege – I am looking forward to be standing next to you when you present your Umbrella in Regensburg. In case you require more information regarding this – please contact your delegates or me.

Keep riding,

David de Bruyn
Vice-Chairman Motorcycles
BMW Clubs International Council

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Continued from page 01: Dream trip for three

Dream trip for three

By Uwe Gusen, GLAS Automobil Club International e.V.

Photos: Peter Backhaus



36,000 km around the globe

1. The trip

A letter was written to Dingolfing and the project was explained to Hans Glas GmbH. At this time it was not uncommon for Goggomobil drivers to contact the Dingolfing plant to announce a long trip so as to gain financial support. When they had received their subsidy, however, they were never seen or heard of again. Things were different with Peter Backhaus and Marlotte Aue. They were able to convince Mr Dannenberg, the head of advertising, and Hans Glas himself. The making of a film was a serious challenge and they had to possess many qualities even to be able to survive the trip.

They soon visited the plant and were presented with a Goggomobil Coupé 300 TS. It was love at first sight. The car was prepared for travel through the tropics. Special filters were inserted to keep out the desert sand. A sliding roof was installed, the instrument panel was fitted with a socket for a shaver and kettle, and a compass and clock were added. A false floor was built into the footwell to allow for a water tank to be fitted. An additional petrol tank was installed and the rear seat removed so as to make space for more luggage. Four weeks later the car was handed over and the trip got underway in August 1957. They first travelled from Hamburg to Dingolfing. On the way there the 300 cc engine already developed overheating problems, so Dannenberg – the head of advertising – immediately had a 400 cc engine installed with 20 bhp. The trip then went on to Italy, Yugoslavia, Greece and through the Middle East to India.

The little coupé covered almost 36,000 kilometres, zigzagging its way around the globe with many problems on the way. Dust and monsoon rains caused havoc with the car. The Goggomobil was not as robust as the reports in the factory magazine had suggested and the couple often thought the trip was over. But on and on they went, with Hans Glas GmbH supplying replacement parts whenever possible.



Again and again locals helped to get the Goggomobil going again

With parts, film material, food and clothing, the car was overloaded by about 150 to 200 kg which also pushed it to its physical limits. At the beginning Peter Backhaus did not have much experience in repairing the Goggomobil, but as time went on he became increasingly skilled.

Continued from page 01: Dream trip for three

In Thailand the camshaft made its presence felt with a penetrating clicking sound. Fine sand dust had got in and was wearing down the camshaft bearing. A new camshaft was needed. In those days it was not possible to supply replacements so quickly. A ship's crossing had been booked to Japan and the couple were anxious to get there in time to see the cherry trees in blossom. The car kept going to Bangkok, where Glas had sent a new crankshaft. It was possible to install the camshaft with the help of a Chinese mechanic.

At the Cambodian border the new camshaft failed, however, and the journey came to a halt. The car was pushed over the border. In the next town, Peter found a tank truck whose driver was prepared to tow the Goggomobil on a rope behind his huge lorry.



The Goggomobil in front of one of the many temples in Phnom Penh

Travelling at 80 km/h, they carried on for about another 500 to 600 km. Once again the couple thought the trip was over. But in spite of their fears they reached Phnom Penh. From here they towed the car another 1,000 kilometres to Saigon.

In Saigon harbour there was a cargo ship heading for Japan which they were able to board. At stopovers in Hong Kong and Singapore they even managed to get the Goggomobil off the ship to take some photos of it in front of local temples.

When they finally arrived at the free port of Yokohama, the authorities refused to allow the Goggomobil to enter the country. The Japanese market was to be strictly protected from foreign vehicles.

Hans Glas GmbH had of course heard about all the technical difficulties. By now the big Goggomobil, the "Isar", had gone on the market and the decision was taken to have the couple continue their trip in the new model.

The new engine had now arrived in Yokohama. It was installed in the Goggomobil and everything was sent back to Germany. By the end of 1959 the Goggomobil had survived so much that it was by no means easy for the couple to take leave of their faithful travel companion. They travelled through Japan by rail and bus, or in the car of the consul in Yokohama with whom they had now become friends.

They then flew to San Francisco where an Isar 700 awaited them. The change to the Isar gave them the advantage of a larger luggage compartment. By now they had more film equipment and they needed space to store all the film.

After travelling 10,000 kilometres through the USA they crossed Central and South America, sometimes on roads which had previously only been used by four-wheel drive vehicles. They experienced many adventures here until finally reaching Argentina in 1960.



Even the American bears were curious about the Goggomobil

Here the production of the Isar had just started and the couple were given a warm welcome. Radio and television reported on the world trip and at the first sales exhibitions for the Isar their much-travelled and heavily soiled car stood proudly alongside the brand new vehicles in the showroom.

In the next issue you can read about how the trip continued and what else the travellers experienced.

Further information

GLAS Automobil Club International e.V.
www.glasclub.org

The news BMW customer workshop at BMW Classic

BMW Classic Center: Interview with Dr. Thomas Tischler

By the BMW Clubs International Office

CN: Dr. Tischler, you are setting up a customer workshop for BMW Classic. How do things currently stand?

Dr. Tischler: In 2008 we made the necessary preparations for the customer workshop. And we have a name, too: BMW Classic Center.

CN: What services will the BMW Classic Center be offering?

Dr. Tischler: There will be a very broad range of services available. We will carry out complete restorations, extensive repairs and maintenance work for all historic and classic BMW vehicles. We will also compile detailed vehicle analyses rating the authenticity and the condition of the vehicle. And we will offer purchase consultation services for classic cars and modern classics. We have the knowledge and expertise and make the appropriate recommendations.

CN: Have you had many requests or orders yet?

Dr. Tischler: Very much so. Even though we have only operated on the basis of word-of-mouth advertising to date, we receive requests from all over the world. The number of orders we have received has been quite overwhelming – it will be a challenge to handle them all within a reasonable period of time.

CN: Which BMW vehicles have you had so far?

Dr. Tischler: I'll try to remember. Among the motorcycles there were two R 69 (restorations) for example, an R 50, R 60 and various R 25/3. As far as cars are concerned, the focus so far has been on several 3.0 CSi, 2002, Isetta and M1.

CN: What has been the biggest challenge to date?

Dr. Tischler: There are two current projects I can think of. The complete reconstruction including frame of a BMW M1 and the conversion of a BMW 3.0 CSi from manual to automatic transmission. These are major challenges which require a lot of knowledge and experience. These examples show our advantage being the manufacturer. Of course we can draw on the internal BMW network, e.g. the Dingolfing plant, M GmbH and the manual production facilities. If necessary we call in the experts we need. So we have all the disciplines under one roof.

CN: Will you be starting up sales operations with BMW classics? Do you sell vehicles from your own collection?



Dr. Thomas Tischler - your contact for restorations

Dr. Tischler: We will primarily be buying up classics which need restoration. We can then restore these ourselves and sell them with a certificate.

CN: The BMW Classic Center is in Munich. What about customers abroad?

Dr. Tischler: Things are already starting to turn around here. When it comes to servicing and maintenance, we get lots of regional requests. But the large-scale restorations come from places like Malaysia, Japan and Sweden. Just yesterday we received enquiries from Romania and Spain. Of course we want to expand internationally. This will happen in stages with specific international BMW units and selected partners from the workshop and supplier field. The focus will be on major commercial centres and large markets.

CN: Who should interested club members contact if they have questions about the Classic Center?

Dr. Tischler: All those interested may contact me directly (thomas.tischler@bmwgroup.com) or visit the website www.bmw-classic.com

Further information

BMW Classic
www.bmw-classic.com

Relaunch of the website www.bmw-classic.com

BMW Classic online: new design, more functions

By Max Bauer, BMW Classic

BMW Classic has responded to the increasing demand on the classic car market with a relaunch of its online platform. At www.bmw-classic.com friends of the brand and connoisseurs of classic BMWs will find detailed and comprehensive information on BMW history and the activities of BMW Classic.



The website is clearly structured and highly informative. The wide range of services offered by BMW Classic – from the new workshop services to classic car hire – can be seen at a glance, and contact facilities have been further improved. The entire website is available in English for international customers. “History and the new media are by no means mutually exclusive: after all our target group has a modern lifestyle. And all

the information which comes directly from us has a high level of credibility”, says Karl Baumer, Head of BMW Group Classic and BMW Welt.

The areas BMW Museum and BMW Group Archive are now integrated in the overall BMW Classic for the first time. This means that all areas relating to the fascination of BMW history are available in their entirety. The core of the platform is provided by the database of the BMW Group Archive. Thousands of documents, images and films from nine decades of BMW can be researched online. Images – whether as high-quality art prints or individually created calendars – can be ordered directly from the BMW Classic shop.

BMW Classic provides information on its activities in the “News and Stories” section. Exclusive events, up-to-date news and communicative highlights such as the anniversary “30 years of the BMW M1” can be accessed in text, pictures and sound.

Customers and potential customers who register at www.bmw-classic.com have access to extended research and order functions, as well as receiving regular information by newsletter on offers, products and activities.

Further information

BMW Classic
www.bmw-classic.com

The BMW Museum guide

It should be part of any BMW fan's collection: the guide to the new BMW Museum. With 144 pages it provides an inspiring read, guiding the visitor through 190 years of brand history. An introduction to the conception and architecture of the museum is followed by a description of all 25 exhibition areas and the most important exhibits. The focus is not just on the special features of the BMW vehicles but also the historical achievements of racing drivers, engineers and designers whose commitment and efforts helped make the brand BMW what it is today. The guide is rounded off with a chronological overview of BMW brand history and a presentation of all the BMW Art Cars. The book is the ideal companion for a visit to the museum, being in pocket format with highly informative text and 120 photographs. It is published by Prestel Verlag in German and English and is available at the BMW Museum and at international bookshops for € 9.95



The official BMW Clubs can order the BMW Museum guide for their members at the reduced rate of € 4.95 plus postage from the BMW Clubs International Council Office (e-mail: Kati.Hockner@partner.bmwgroup.com).

The new BMW Clubs Corporate Identity

New appearance of the BMW Clubs

By Jörg-Dieter Hübner, Head of Cluborganisations BMW Group Classic

In order to achieve a uniform appearance worldwide, BMW provided its officially recognised BMW Clubs with guidelines for the design of their club logos over 20 years ago. On the one hand they were required to confirm to certain specifications, on the other hand sufficient freedom was permitted for individual design.

It was now time for a change for two reasons:

1. Over such a long period of time, not only has BMW changed as a company, but the spirit of the times and people's taste have also developed. As before, it was a case of giving the clubs a contemporary and modern appearance once again.

2. Over the years, some club names and logos developed in their own way, so it was no longer clear whether the logo stood for the BMW AG or for a club.

Therefore, new design guidelines were introduced to make it clear what exactly the logo stands for. In the first line of the logo the wordmark BMW is always to appear first, as well as the word "Club". The position of the BMW logo within the club logo also aims to bring club presentation into line with the BMW AG's collaboration with cooperation partners.

In the course of 2008, a new BMW Club CI was developed for a range of applications. It was presented to the international clubs and agreed on at the 2008 International Council Meeting in Vancouver, after the clubs themselves had requested a number of changes. It was also agreed that during a transitional period until the end of 2011 articles may still be used bearing the existing club logo. However, in the production of new articles the new logo should be applied immediately.

Meanwhile the BMW Club Office has sent out CDs with all the data required to all umbrella organisations. It contains the club logo itself but also suggestions for the design of letters, business cards, posters, websites and items such as t-shirts and caps.

All information concerning the new BMW Club CI and the design templates are also available in the "Exclusive" section on the website of the BMW Clubs International Council www.bmw-clubs-international.com

The logo of the International Council of BMW Clubs has also been adapted accordingly and stands as an example of the change from old to new. What is more, the new BMW Club CI has already been applied in many clubs.



Further information

BMW Clubs International Council
www.bmw-clubs-international.com

In February 2009 bushfires raged in Victoria

BMW Clubs in Victoria thank their world-wide friends

By Stewart Garmey, International Council Delegate, BMW Clubs Australia

Victoria in southern Australia is the home of three BMW Clubs: BMW Car Club Victoria, BMW Motorcycle Club Victoria and BMW Car Club Ballarat.



Bushfire in Victoria

On Saturday 07 February 2009, large areas of the State were ravaged by bushfires caused by a period of extremely hot and windy weather. For three days, the temperature exceeded 43 degC (approx 110 degF) with winds approaching 70 km/h. Fires started to the north of the city of Melbourne and moved across the country in massive fireballs travelling at 100 km/h, with flames reaching 70 to 80 metres in height. The forest areas were quickly engulfed because of the hot and dry weather (Victoria is in its 12th straight year of below average rainfall), and in the early afternoon, the forest town of Kinglake was totally destroyed.



Huge fire fronts threatened residents and animals

The fires swept on through the hilly forest regions, destroying the towns of Marysville and Narbethong in the maelstrom of fire, ash, ember storms and smoke. The fire was moving so fast, people were unable to get away in time, with many losing their lives either in their cars or in their homes. A week later, the fires are still raging, and fire crews and equipment have been brought in from the US, Canada, New Zealand and Indonesia to assist the 4,000 Australian firefighters on the ground in fighting the fires.

Over 2,000 homes have been lost to the fires, and 183 people are confirmed as having died. The death toll will rise as there are many people missing and unaccounted for. Sadly, we must report that the BMW Motorcycle Club of Victoria lost one of its members, Marcel Smits, to the fires.

BMW Clubs Australia, on behalf of all the BMW Club members in Victoria, extends its thanks, not only to all the Australian Clubs who sent messages of support, but especially to BMW Clubs Canada and BMW Car Club New Zealand, who sent us e-mails with their thoughts. Being a part of the greater BMW family has helped us all get through this horrific time, and we are so grateful for the messages of support received. Many of the Australian BMW Clubs have donated funds to a national appeal to help the victims of this disaster, and for that we are grateful and proud.



CFA member helping an exhausted koala bear

Melbourne and Victoria are my home city and state, and we have seen the results of this catastrophe first hand. To everyone, everywhere, a heartfelt "thank you".

Further information

BMW Clubs Australia
www.clubs.bmw.com.au

“Sei Ruote di Speranza”

The BMW Z8 Club e.V. attends event for handicapped children

By Jürgen Wunderlich, President of the BMW Z8 Club e.V.

A very special charity event was held for handicapped children and young people for the 22nd time at the tradition-steeped race track of Monza (Italy). At the invitation of the organisers in Italy we were represented with 10 BMW Z8s – like last year – and had the opportunity to experience a unique and very emotional day in an incomparable atmosphere.

1,100 handicapped children and young people had been bussed in from all over Italy including Sicily, Naples, Rome and even Tyrol in the north to take part in the event. The children were given taxi rides from 9 am to 4 pm in 200 exotic sports cars including various models of Ferrari, Porsche, Pagani Zonta, Lamborghini and of course our BMW Z8s – providing very special moments for all those involved. After three laps, passengers were swapped so as to give all children a ride in different cars.



BMW Z8 Safety Car

many times before coming back again next year. He hoped he would be able to ride with me again.”

Another boy said dryly: “You can go much faster here! I know the track really well – from my PlayStation at home!” And all of them had amazing expressions on their faces ...



Over 1,000 handicapped children were given taxi rides with Ferrari, Porsche and Lamborghini models

Words are insufficient to express the emotional moments of this day. We take it for granted that we can go into our garages and pursue our passion for the Z8, while others in society are excluded from such pleasures – yet it is so simple to make them happy. At least this brings us quickly down to earth and reminds us of those simple things we easily forget in everyday life. Are some of the problems we think we have really so important? We were in tireless service all day on the track in the BMW Z8 Safety Car, with all its lights flashing, and the other club vehicles in attendance, and we experienced a fascinating range of personal encounters. After his first ride, one of our club members was especially moved: “A blind boy asked me to describe what was happening on a dictaphone he had brought with him. The boy put his hand on mine on the gear lever. ‘We’re doing 130 km/h on the chicane, heading for the straight, now we’re braking, ahead of us there is a blue Porsche, a red Ferrari is overtaking us on the left ...’ The boy was overjoyed and said he would listen to the tape with all the noises and descriptions



BMW Z8 at the tradition-steeped race track of Monza

It really is indescribable and even in the second year of our participation, grown men had tears in their eyes. Why isn’t there an event like this in Germany? We pondered on this question the whole of last year and in spite of our efforts we were not able to set up something similar.

But we will definitely be back here next year: the event will be held on November 1st as it is every year.

Further information

BMW Z8 Club e.V.
www.z8-club.de

47th BMW Club Europa Meeting

Experience the 47th BMW Club Europa Meeting in Estoril/Portugal

By Arlindo R. Serrão, President of the BMW Motoclube Portugal and António Mota, President of the BMW Auto Clube Portugal

The “Follow your Passion 2009 – 47th BCE International Meeting” is almost there. We accepted the challenge of the BMW Club Europa e.V. over a year ago to promote the 47th edition of the European meeting and we started working immediately trying to grow an international event that would attract many BMW owners from all over the world. This is the Follow your Passion goal. We are now in the final preparations for the upcoming 17th June so that all BMW Enthusiasts who are coming to Portugal feel that it was the right decision. And want to come back!



Estoril Gardens

Portugal is a unique host for the “BCE International Meeting”: We have a huge touristic tradition and extraordinary conditions for bike-tourism. The 47th International BCE Meeting will take place at Estoril – a well known location for all of those who follow the F1 circus and more recently the Moto GP. Especially because of that we wanted our meeting to give everyone the ultimate experience of what we like to do from the very first beginning:

- Ride fabulous bikes
(I'm sure António would talk about car driving)
- Wander through unforgettable locals
- Experiment and know better the BMW brand



Dream-roads for cars and bicycles



There will be no shortage of entertainment

The “Follow your Passion 2009” provides all this for you: BMW Motorrad immersion!

We invite you to spend a few days in a beautiful country: preparing for the fantastic event or to relax after all the enthusiasm, the special program we are putting together will provide:

- The “Mobilada”, more than 30 km promenade from Cascais to Lisbon to Cascais always side-by-side with the river Tagus
- The June 20th tour, a very different one, going inside the Estoril circuit, scenario of the very first Ayrton Senna F1 victory
- The Follow your Passion beach party. Well, you decide what to do there ...

It is – no doubt – the biggest BMW Clubs event on international level for the year 2009 and it is held in the most western European country from 18th until 21st June.

We invite once again all BMW enthusiasts to participate in this unforgettable event that will certainly be remembered for a long time. Come and be a part of it!

All information about location, program and registration for the 47th BMW Club Europa Meeting you will find under <http://www.followyourpassion2009.net>

So, my dear BMW motor bike riders, sign up and come to the fantastic 47th BCE International Meeting.

Further information

BMW Club Europa e.V. – www.bmw-club-europa.org
Event information: www.followyourpassion2009.net

Portrait: BMW Youngtimer Club Italia

BMW Youngtimer Club Italia

By Alessandro Botta, Chairman of BMW Youngtimer Club Italia



This is really an enthusiasts' club!

The BMW Youngtimer Club Italia was born on 03 July 2006, founded by a small group of fellow BMW owners. From the start we aimed to enter the official BMW Clubs Organisation, so with great help from the International BMW Club Office in München, at that time Mr Tischler, Mrs Grau and Mrs Hockner, the statement as an official BMW Club came in September, before our first club event. It was clear that we needed some marketing, as the historical and Youngtimer BMW fans in Italy are not so many, thus it was decided that every year we had to attend at least two car fairs. So in October 2006 the first club stand in "auto e moto d'epoca" in Padova, the Italian "Techno Classica", was arranged, where we got a good feedback with a great number of new members. Currently we are printing the 100th membership card, with the pride of being a club based on friendship.

A good relationship between the club board and Italian historical cars magazines gave us the opportunity of publishing more articles regarding the club and the club activities. Each year we arranged an international meeting. In 2007 we visited the BMW Mobile Tradition collection, welcomed as friends. This is the wonderful magic common to all the people working in the BMW premises. After BMW Mobile Tradition, now BMW Classic, it was possible to visit the E90 production line in Munich, and also the temporary BMW Museum, in front of the BMW Welt, under construction at that time.

During our meetings the ladies have to excuse us, but in any case they have always a good time too, because there is some attention to their wishes, like the possibility to go shopping, or some cultural sightseeing, like the treasury museum in the residence, second only to London's tower. On the way back we arranged some entertaining routes, savouring the "BMW driving's pleasure", heading for Ludwig's "Cinderella castle" Neuschwanstein on the "romantic road".

Logically in 2008 we went to the reopened BMW Museum, the BMW Welt and BMW M in Garching, helped and guided by Mrs Rapp, Mr Locker and Mr Zehentner, starting with our project to go in most of the car museums in Europe. We visited Audi Forum, guided by a BMW enthusiast, working as engineer at Audi. This year we'll visit Bugatti, MB and Porsche Museums and we will also drive our cars to the world-wide known Nuerburgring for some laps.



Vehicles of the club members lined up in front of the BMW Classic building

Beside those big events the club also had different events in Italy, discovering typical food, nice places, entertaining roads, car collections and more. Many thanks to all the members who arranged some of them.

More information about the club you will find on our website, www.bmwyoungtimerclubitalia.it

BMW Youngtimer Club Italia

Founded:	2006
Members:	100
Type:	Automobile club
Website:	www.bmwyoungtimerclubitalia.it

Diary

There is again a number of promising events in the new year 2009 you definitely should not miss. Your event isn't listed yet? Then simply send us the respective information.

You will also find a current calendar of events on our website at www.bmw-clubs-international.com



Council Board met with delegates from Latin America

April	April 01 – 05	TECHNO CLASSICA 2009, Essen (D) http://www.siha.de
	April 17	Race Track Training Nordschleife (D) http://www.m-club.de
	April 24 – 26	Concorso d'Eleganza Villa d'Este 2009 (I) http://www.concorsodeleganzavilladeste.com/de/2009.php
May	May 01 – 03	BTI on Tour – young classics on the road (D) http://www.bti-ontour.bmw-clubs.org
	May 14 – 17	Mille Miglia 2009 (I) http://www.1000miglia.eu
	May 16 – 23	BMW Z8 Club Italtour Cucina Italiana 2009 (D/I) http://www.z8-club.de
	May 21 – 24	Spring Meeting of the BMW 6er Club e.V. in Vienna (A) http://www.bmw6er-club.com
	May 21 – 24	33 rd Int. BMW Veterans Meeting in Bad Zwischenahn (D) http://www.bmw-veteranenclub.de
	May 22 – 24	Annual Meeting of the BMW Baur TC Club in Meschede (D) http://www.bmw-baur-tc-club.de
	May 29 – June 01	36 th Annual Meeting of the GLAS Automobil Club International e.V. in Salzburg (A) http://www.glasclub.org
June	June 11 – 14	43 rd Int. BMW M1 Meeting in Coburg (D) http://www.bmw-m1-club.de
	June 12 – 14	Annual Meeting of the BMW 3er Club (E21/E30) e.V. in Düsseldorf (D) http://www.bmw-e21e30.de
	June 13	BMW M Race Day Salzburgring (A) http://www.m-club.de
	June 18 – 21	47 th BMW Club Europa Meeting in Estoril (P) http://www.followyourpassion2009.net

Further information

All websites given in this newsletter are listed here for quick reference.

Clubs:

- www.glasclub.org
- www.clubs.bmw.com.au
- www.z8-club.de
- www.bmw-club-europa.org
- www.bmwyoungtimerclubitalia.it

Events:

- www.siha.de
- www.m-club.de
- www.concorsodeleganzavilladeste.com
- www.bti-ontour.bmw-clubs.org
- www.1000miglia.eu
- www.z8-club.de
- www.bmw6er-club.com
- www.bmw-veteranenclub.de
- www.bmw-baur-tc-club.de
- www.glasclub.org
- www.bmw-m1-club.de
- www.bmw-e21e30.de
- www.m-club.de
- www.followyourpassion2009.net



TECHNO CLASSICA from 01-05 April 2009