



Council News

1/10

BMW Clubs International Council Newsletter



ALPINA-Gemeinschaft e. V. at the reenacted photo shooting at the picturesque Fernsteinsee

Highlights of this issue:

- **Editorial:** Greeting from Dr. Ralf Rodepeter
- **Current Events:** 10 years of BMW Motorrad Days
- **Report:** Working Meeting in Buenos Aires
- **Diary:** Key international events for the BMW Club scene and BMW Classic

Alpine Glow 1978 – 2009

By Timo Gerlitz, Photos by ALPINA-Gemeinschaft e. V.

ALPINA dedicates itself to making automobiles for connoisseurs. The Buchloe company has been involved in “making BMW automobiles faster” since 1965 and began to follow its own distinctive path early on.

It was during this period that the foundation for the current philoso-

phy was laid. Burkard Bovensiepen never liked to be referred to as a “tuner”. To him it sounded unprofessional, and he much preferred to be called a “manufacturer of exclusive automobiles”.

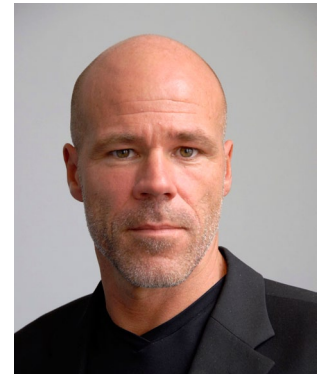
Continued on page 08

Contents Edition 1/10

- Page **2** **Editorial / Contents**
Greeting from Dr. Ralf Rodepeter
- Page **3** **Current Events**
10 years of BMW Motorrad Days
- Page **4** **Current Events**
Working Meeting in Buenos Aires
- Page **5** **Report**
Continued from page 04:
Working Meeting in Buenos Aires
- Page **6** **Report**
BMW Club de France at the
Rétromobile
Like Father, like Son
- Page **7** **Report**
Continued from page 06:
Like Father, like Son
- Page **8** **Report**
Continued from the title page:
Alpine Glow 1978 – 2009
- Page **9** **Report**
Continued from page 08:
Alpine Glow 1978 – 2009
ALPINA Meeting 2010
- Page **10** **Report**
13th International Convention
of the BMW Moto Clubes México
- Page **11** **Portrait**
BMW Club Nederland
- Page **12** **Diary**
Key international events for the
BMW Club scene and BMW
Classic

Dear club members and BMW enthusiasts,

Allow me to take this opportunity to introduce myself. My name is Ralf Rodepeter. I have been working for the BMW Group in various positions for the last 11 years, but my passion for classic automobiles and motorcycles goes back considerably further than this. I first started restoring vehicles no sooner than I had passed my driving test.



I have been in charge of the BMW Museum for the last two years and in this role I have already had contact with some of you. In these encounters I have seen you to be enthusiastic ambassadors of the brand BMW, showing enormous dedication and endurance. So it is a particular pleasure for me that the new re-organization of BMW Group Classic has resulted in an extension of my responsibilities. In addition to the BMW Museum, I am now also in charge of BMW Group Classic communication, BMW Group Classic events and the International Club Organization. I have a well-established team to support me in each of these four areas. My colleague Ulrich Arendts remains responsible for the Club Organization. Kati Hockner, Andrea Sommer and Ilka Huss will continue to ensure the smooth running of the BMW Clubs International Office.

As you may already be aware, I am very interested in good mutual relations between BMW and the BMW Clubs and would ask for your ongoing trust and involvement. As compared to competitors we have the strongest club scene and this is something we are very proud of. We are fully aware that it is your passion and dedication that have created this strength. This motivates us to consolidate existing structures and establish new ones. One example of this is the foundation of the Latin American umbrella organization.

I am also aware that the needs and wishes of BMW Clubs might be better understood in certain areas of the BMW Group. One of the key focus points of my work will be to bring about changes here.

I would like to offer you my sincere thanks for your support in advance. I very much hope we will continue to talk to each other openly as we have done in the past.

I look forward to a sound and productive collaboration.

Yours sincerely,
Ralf Rodepeter

Head of BMW Museum
Head of Marketing BMW Group Classic
Head of Communication Visitors' Experience Munich

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BMW Group Classic
Sales and Marketing
International Club Organizations
80788 Munich

BMW Motorrad invites all BMW Club members to the 10th BMW Motorrad Days

10 years of BMW Motorrad Days

By the BMW Motorrad organization team



Many BMW motorcycle enthusiasts are expected to join the event this year

Dear BMW Club members,

We would like to take this opportunity to cordially invite all BMW Club members to this year's BMW Motorrad Days. To show our gratitude for your loyalty we are providing 100 free Rider Passes which will be issued through the BMW Clubs International Office in Munich. The BMW Clubs International Office will contact you with further details.

Since January 2010 we are planning the anniversary event "10 years BMW Motorrad Days". The biggest BMW motorcycle party in the world will once again draw over 30,000 BMW motorcyclists, fans and owners of other motorcycle brands on the Hausberg car park in Garmisch-Partenkirchen. The 10th BMW Motorrad Days offer lots of BMW motorcycle fascination:

- extensive test rides on current BMW motorcycles
- training sessions on BMW GS models in the BMW Enduro Park Garmisch
- test rides on the BMW G 450 X and Husqvarna models on the x-track
- panorama tours into the mountains
- stunt shows and show races
- test rides for beginners without a licence
- autograph signing sessions with BMW superbike riders Ruben Xaus and Troy Corser
- over 60 international exhibitors (tuning, accessories, travel and training)
- a press event on the topic of "30 years GS"
- BMW Motorrad tyre service in co-operation with Metzeler
- and of course the now legendary parties on Friday and Saturday evening with lots of great anniversary surprises

Room inquiries / further information:

The exhibitors turn to the tourist information regarding room inquiries in Garmisch-Partenkirchen. For this a special e-mail address has been set up for you: bmw-motorrad@gapa.de



Symbolic handover of the BMW Motorrad Days 2010 in Garmisch-Partenkirchen

Further information about the BMW Motorrad Days 2010 can be found here: www.bmw-motorrad.com/motorraddays

Your BMW Motorrad organization team,
Franz-Xaver Geisenhofer and Dagmar Eva Urbanek,
BMW Motorrad

Further information

BMW Motorrad Days
www.bmw-motorrad.com/motorraddays

The Council Board visiting Argentina

Working Meeting of the Council Board 2010 in Buenos Aires

By Ian Branston, Chairman BMW Clubs International Council



Combined Working Meeting of the Council Board with the first Annual General Meeting of the Latin American umbrella organization

To coincide with the inaugural Annual General Meeting of the Board of the BMW Clubs Latin America umbrella, the Board of the International Council met in Buenos Aires 4th–6th February. Once again, the emphasis was on “working” and a lot of ground was covered including many news matters.

Top of the list for consideration was again budgetary matters and it was confirmed we have maintained our budget although it is still possible some funds may have to be reallocated later in the year, but we are hopeful this will not be the case. We also considered some website changes and updating as well as other communication tools such as stickers and flags for distribution along with some of the tools used in the past including pens and writing pads.



In conversation with highly motivated Latin American delegates

The Board also confirmed its desire to increase its own visibility through selective attendance (also constrained by budget) and it is planned in 2010 that Phil Abrami will attend the BMW Club Europa AGM with Ulrich Arendts, David de Bruyn would attend the RA Annual Rallye in the US and Bernhard Knöchlein would make an appearance at both Techno Classica and BMW Motorrad Days.

The 2010 Annual International Council Meeting was confirmed as being held in Queenstown, New Zealand and the Board was impressed by the program being arranged by our hosts. As usual, the meeting will not only provide an opportunity for the Council to meet, but also experience some unique activities to remember the visit by.

Progress reports were received in relation to the two new regional umbrellas, namely Asia and Latin America. Delegates of clubs in Asia met in Hong Kong in November and a Board was elected. Work is progressing in relation to finalizing the Constitution and other procedures. The progress with the clubs in Latin America was also outlined and indeed has resulted in the first AGM being held in Buenos Aires.

Many other matters were considered, some carried over from the 2009 International Council Meeting such as some procedural matters relating to elections and award nominations as well as the wording of some guidelines.

Continued from page 04



Buenos Aires – a city full of contradictions

All in all it was a full agenda and as usual has created plenty of work for the Board and the Club Office as we move towards the Annual Meeting in October.

Immediately following the Working Meeting, the Board of the Latin American umbrella met and worked through its own issues. For a couple of hours there was productive discussion between the Council Board members and the delegates and from the questions asked it was apparent an area of strong interest related to advice on the development of mutually beneficial relationships between clubs and the BMW organization or dealerships/importers.



Beefsteak – one of Argentina's specialties

It was not all meetings, with several opportunities to mix socially and enjoy the terrific beef and wines that Argentina is famous for. We were also able to enjoy the hospitality of the members of the car club in Argentina when we dined at their club headquarters for a delicious beef barbeque.

Both meetings were considered a success and highlighted to all who attended the importance of such meetings and the need for cooperation between clubs themselves as well as with BMW dealers and the corporation. The meeting also provided Ulrich Arendts with the opportunity to experience a working meeting to add to his experience at the Council Meeting in Regensburg as he comes to grips with the world of BMW Clubs. We also got to meet the newest member of the Club Office Team, Ilka Huss, who like Ulrich Arendts, is on a very steep learning curve.

Thanks must go to our hosts in Buenos Aires for all the work behind the scenes, especially Mariano Varsky who I am sure did not sleep for the duration of our visit. Thanks also go to BMW Argentina for their assistance and hospitality. Finally, a word of advice. If you get the chance to visit Buenos Aires, do so. It is a fascinating city with incredible architecture, interesting walks and more than enough beef to satisfy the biggest appetite!

Since 1982 actively exhibiting at the vintage car fair

BMW Club de France at the Rétromobile

By Bernard Blondeel, BMW Club de France

The BMW Club de France has been exhibiting at Rétromobile since 1982 with the strong support of BMW Group France. The 200 sqm booth was, for years, located in front of the entrance. It was a very exciting time for the importer and the club to present some of the most classic and historical BMW cars.

Unfortunately, we were told in November that the budget for Rétromobile 2010 was cancelled, due to economical restrictions. President Guy Guillot and the board of the club came quickly to a positive decision: The club will exhibit at the show anyway. We are present at several shows in France every year, as in Reims, Avignon, Lyon, and we have plenty of material and things to show.

The tough question was to find sponsors in a very short time. The very good image of the club helped us and 80% of the budget was collected within 3 weeks. The marketing division and the communication division of BMW France decided to help us also.

So, we have had a very good time, getting the congratulations of many visitors and club members. We were very happy to welcome Philippe Dehennin, President of BMW Group France, Eric Deriedmatten, Director of Communication, Patrick Lucas of the



The club will attend the Le Mans Classic this summer

Communication Division and Jean-Michel Cavret, Motorcycle Director.

We made an appointment for the great Le Mans Classic Event in July. BMW France will arrange a booth for the club and all the BMW classic cars fans. See you soon at LMC!

Second Night of the White Gloves on Nov. 20, at the BMW Museum

Like Father, like Son

Dr. Andreas Braun, BMW Museum, interviewing Dr. Bernhard Knöchlein

Good evening, Dr. Bernhard Knöchlein. You are a lawyer by profession. But you are also closely associated with BMW tradition. How did that come about?

It was really because of my father. He was a passionate collector in many different areas. He was also a lawyer – a notary in fact – and collected old legal books, for example, but also car magazines and BMW vehicles. His first car was a 327 Coupé, I was just a boy of 13 at the time and saw his enthusiasm for this car.

He had to wait a long time to get it. Before the Second World War his father drove a used Opel. He couldn't afford a BMW at that time. But he loved to hang around in front of a BMW dealership. And finally he got what he wanted. A BMW 327 was up for sale in Vienna – it was a vintage model even then. That was in 1973.

And you yourself were infected by this passion for collecting ... tell us about your vehicle collection.

Well, I really don't want to boast about my collection. It currently includes two BMW 328, a BMW Isetta and BMW motorcycles.

But I don't just own these vehicles, I drive them and work on them, too. And I am able to take a BMW 328 apart down the very last screw and reconstruct it again precisely. That's because while I was a student I did a lot of work in repair garages to earn money on the side. So I acquired mechanical skills which I am very grateful for today.

Continued from page 06

Every vintage model is not just a collector's item of course but it also has a certain value after a while. Do you sometimes sit there in the evening surrounded by your treasures, mentally adding up what they are worth: 50,000, 100,000, 125,000 ...?

That's an easy one to answer: not at all! On the contrary: I believe that if you regard classic automobiles as objects of speculation, you take away their fascination. I have no intention whatsoever of selling any of the cars in my collection in the foreseeable future.

So what is the attraction? Classic cars require a lot of care and attention, they are more expensive to fuel than new cars and there are always repairs to be carried out. They tend to lose oil, they conk out now and again and don't have an in-built navigation system, let alone seat heating ...

I sometimes experience a childish pleasure when I set off into the blue in my BMW 328; sometimes I just go on a short cross-country trip – excursions of no more than 30 or 40 minutes. I love travelling in my classic cars, too: for example to England or across Alpine passes. The BMW 328 in particular is very pleasant to drive: you sit very close to the road. Everything around you is open. The 328 is like a little boat – in fact it's a very authentic roadster. Everything about it is reduced to the bare necessities. There are no side vent windows for example.



Dr. Bernhard Knöchlein, Vice Chairman BMW Clubs International Council

I don't quite believe you ... what do you do if it suddenly starts raining for example?

You're right, that is a problem! The soft top is not an ideal rain cover. That's one reason why my wife doesn't always go with me on these excursions. There have been times when I have been soaked through by a sudden shower. When the clouds gather, I sit in the 328 as if I were on a motorcycle: with weather-resistant clothing and even a helmet!

Are there any other reasons you can think of why you like driving classic cars such as the BMW 328?

These vehicles are a piece of history. They are witnesses to a bygone age. I own a black BMW 328 which belonged to Count Spiegel-Thesenberg, a Czech aristocrat. So this car shows that it was obviously bought and driven throughout Europe back then. In Germany, Austria and Switzerland and also in Britain, Poland and Czechoslovakia. And there is

another good reason why I like to drive classic cars, especially the BMW 328: the famous stretch of race track at Le Mans, the Hunaudières straight. Driving 170 km/h down there in a 24-hour race at midnight is like in a movie ...



Expert for vintage BMW vehicles: Dr. Bernhard Knöchlein

And what about the BMW slogan "Sheer Driving Pleasure"? Doesn't driving a 328 require a huge physical effort?

Not at all: I can drive the car easily with 4 fingers. It only weighs 800 kg. This type of driving feel must have been very modern in those days. When you sit at the wheel of this car you feel the wind, the air, warmth, cold. You actually learn what direct dynamic performance is all about. Today we would call this a real go-kart feeling. Agile and swift.

You just mentioned the 24-hour race in Le Mans in passing. So you actually drive in historical races. Perhaps you could name the best-known races you have entered?

In the last 30 years I have entered the Mille Miglia seven times – that's the legendary 1,000-mile race from Brescia to Rome. In the early years I actually used to go down in my BMW 328 from Nuremberg to Brescia in Northern Italy by myself for the official inspection, line up for the start that evening, run the race over the following two days and then head back home. The whole thing without service or trailer!

And is there any incident or adventure you can tell us about?

Yes. It happened in 1986 at the Mille Miglia. After the long Brescia–Rome run I arrived at the drivers' quarters, it was an AGIP hotel. The clutch was giving me huge problems, so there I was on the hotel car park from midnight to 5 am repairing it. Once I was finally finished, I happily drank a cup of coffee and went back to the race heading back to Northern Italy without having slept a wink. (But I wouldn't recommend anyone trying this out for themselves ...)

One last question before we start the BMW 328: to come back briefly to your collection. Is there a BMW you don't have yet which you would give your right arm to possess?

Yes, definitely: I would love to own a BMW 3.0 CSL, the racing version. One like Hansi Stuck drove on the Norisring in Nuremberg in 1973/74 – I have a racing poster from that period hanging in my garage.

Continued from the title page

Alpine Glow 1978 – 2009

By Timo Gerlitz, Photos by ALPINA-Gemeinschaft e. V.



Cars of the club members on the peninsula near the Hotel Schloss Fernsteinsee

In the year 1978 people were starting to forget about the oil crisis. There was a desire for fast, sporty cars again. ALPINA had already established a reputation for itself with carburetor systems for the BMW 4-cylinder engine.

In spring 1978, the company presented a series of especially exclusive automobiles. The B6 2.8 (a 200 bhp version of the BMW 323i with 2.8 litre engine), the B7 Turbo Sedan and the B7 Turbo Coupé (BMW 528i and BMW 630CS, respectively, provided the basis for these cars, fitted with a 300 bhp turbo engine) – these were the models revealed to automobile journalists at Lake Garda.

The photo shoot for the catalog pictures was carried out at the picturesque Lake Fernsteinsee – and that was exactly where the ALPINA-Gemeinschaft e. V. headed on an excursion in the autumn of last year. After some research and browsing for evidence in old brochures and test reports, we were able to establish where Mr. Bovensiepen – an enthusiastic amateur photographer – had shot his new creations.

After a visit to the newly built BMW Welt in Munich, a group of some 30 enthusiasts headed off down the motorway towards Garmisch-Partenkirchen. The group consisted mainly of older vehicles – ALPINA modern classics. Crowding out the left-hand lane of the A95 there were an especially large number of first-generation 3 Series with the obligatory ALPINA deco strips on the sides and the front spoiler. The performance figures of the turbo models remain impressive to this day and keeping up with regular traffic is not a problem. With a maximum speed of 256 km/h, the ALPINA B7 Turbo based on the BMW 5 Series was the fastest 4-door sedan in the world at the time.

After around 50 kilometers through pretty narrow mountain roads we finally reached Hotel Schloss Fernsteinsee, located directly on the main mountain pass road near Nassereith. A

small access road runs down to the lake, where there is a small peninsula protruding into the water.

Having talked to the hotel manager previously – he even remembered the group from the Allgäu back in the seventies – we had permission to position four of our members' vehicles on this peninsula.

We selected a beautifully restored B7 Turbo Sedan, a B6 2.8 which was very similar to the car in the original photograph, a black B7 Turbo Coupé and a particularly striking white C1 2.3 with green and blue stripes.



Alpina C1 2.3 in front of a true-to-the original scenery

We added the C1 2.3 to close the gap between the 200 bhp B6 2.8 and the basic model 323i (143 bhp). However, the 170 bhp C1 2.3 did not in fact go on the market until two years later.

After positioning the vehicles we got started and made the most of our cameras. About 50 meters away from the lake next to the narrow access road there is a small barn with a stone wall. It was at precisely this point that probably the best-known photograph of the B6 2.8 was taken.

Continued from page 08



Group photo in front of a breathtaking scenery

We couldn't believe our eyes when we discovered that the place had hardly changed in 31 years.

Thus motivated to imitate the original shots down to the last detail, we pushed our cars onto this stone wall and took photographs from every conceivable angle. The time passed very quickly on this little trip down the ALPINA memory lane, and eventually we made our way back to the aptly named Hotel ALPINA for dinner.

After an amusing evening spent talking lots of shop and browsing through old documents, we turned in for the night feeling very satisfied. On the Sunday we then put in a brief stop for our group photo against the "historical" backdrop and headed for Garmisch-Partenkirchen, where we had lunch together before our members set off for home in different directions.

We would like to take this opportunity to thank all those who took part: the Grassl family, Bernd Ramspeck + wife, Michael Cahsel + wife, Jürgen Riedmayer, Edwin Nirschl + wife, the Gerlitz family, René Bichler + wife, Markus Sorg, the Stul family, Robert Wimmer, Robert Weiser, Stephan Sorg, the Nitsch family, Kurt Stampfli, Andreas Steffen, the Weidel family, the Spoetzl family, Frank Siegel and Mathias Eckhardt.

Special thanks to the team of BMW Welt, Munich.

Further information

ALPINA-Gemeinschaft e. V.
www.alpina-gemeinschaft.de

Event preview

ALPINA Meeting 2010

Dear friends of the brand ALPINA,

We, the ALPINA-Gemeinschaft e. V., cordially invite you to our annual meeting. The ALPINA Meeting 2010 will be held on July 3rd, 2010 at the Schwarzwaldhotel Freudenstadt (www.schwarzwaldhotel-freudenstadt.de/).

The program includes an excursion into the surrounding countryside (Schwarzwald-Hochstrasse), a literature exchange and

reports on the Techno Classica and the first GT 3 races.

For details of the ALPINA Meeting 2010 and the full program, see our website at www.alpina-gemeinschaft.de

We look forward to seeing you there.

René Bichler,
 1st Chairman of ALPINA-Gemeinschaft e. V.

BMW Moto Clubes México celebrated its biggest party

13th International Convention of the BMW Moto Clubes México

By Ruben Tenorio, BMW Moto Clubes México



Our biggest party took place last October in the city of Tampico, State of Tamaulipas. We got together to celebrate the 13th International Convention of the BMW Moto Clubes Mexico, which is our National Organization for Mexican Beemers. Every year we invite friends from Canada, USA., Guatemala, El Salvador, Costa Rica and Panama ... mainly. At some events we've had the privilege to have the presence of friends from other countries.

Our events are quite different from the ones from other countries. What we usually do is to ride together to some nearby towns to have lunch. After this kind of day tours, we get back to the host hotel to have presentations or just to party. We do not camp. People from Canada and the US have told us that they really enjoy our events, because we all go together everywhere. So, we had to ride 1,000+ km from home, but decided to visit the El Tajín archaeological site in the North of the State of Veracruz.



Riding together is an important part of the event

We arrived Thursday in Tampico among 550 participants and something like 450 bikes. During that evening we had the opening ceremony and some spirits with friends from many States from my country, and North and Central America fellows.

For Friday we all rode together to the coast near Tampico, and after a snack we had lunch in a country club. In the evening we had a 60's and 70's concert, which was a delight for all the attendees. Saturday we went to the Central Plaza of Tampico, and after that we rode to a beach club for lunch. For the evening we had the closing ceremony, where the grand prizes were two R 1200 GS Adventure. After the Convention (Sunday) we rode through Querétaros Sierra Gorda to the town of Tequisquiapan, where we spent the night. On Monday we got home during the afternoon.

We always look forward to our national event and celebrate it with enthusiasm. There are not too many opportunities to see and ride with all our BMW friends at the same time. Next year's event will be in the Southern State of Chiapas. Further information about the club can be found here:

www.bmwmotomexico.com

Hope to see you there.



The event attracted participants from North and Central America

Portrait: BMW Club Nederland

BMW Club Nederland

By Wim van der Hoeven, Secretary of BMW Club Nederland



Almost 80% of the club members own at least one BMW motorcycle

The BMW Club Nederland was founded in 1962 by a small group of BMW riders who wanted to share their enthusiasm for the BMW brand. Over the years more and more BMW enthusiasts have joined our club so that we count meanwhile almost 800 members.

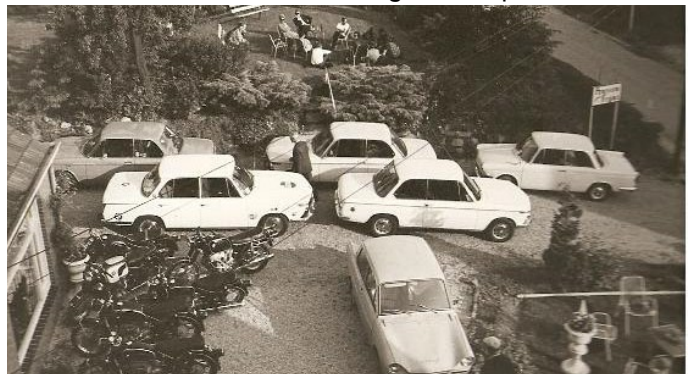
BMW Club Nederland is one of the official BMW Clubs in the Dutch Federation of BMW Clubs (FNBC) and because of this also member of BMW Clubs Europa e.V. It is a car, a classic and a motorcycle club – a so-called “mixed club”. Almost 80% of our members are owners of one or more BMW motorcycles.

Every year in February we have a club stand on The Motorbeurs in Utrecht, which is the biggest motorcycle show in Holland. Seven times a year on Saturdays, we organize a club evening in the clubhouse in Harmelen where between 60 and 150 members meet. Every club evening takes place under a special motto. For example we had themes like these:

- A motorcycle clothes show organized by the board together with members and a BMW dealer
- The Dakar Race
- Going Dutch with classic cars from Amsterdam to Beijing
- Special voyages around the world
- Technical evening about cars or motorcycles
- Riding in a group
- Ear protection

It is very important for us to maintain good connections and good communication with our BMW dealers and BMW Group Nederland. Therefore we regularly invite BMW dealers to join our club evenings. We also organize tours every month in Holland or elsewhere in Europe. Especially Sauerland, Eifel, Ardennes and Great Britain are very popular destinations.

In cooperation with the Dutch Federation, BMW Club Nederland hosted the 45th BMW Club Europa Treffen in Leersum, Netherlands, in 2007. The club also used this opportunity to celebrate its 45th club anniversary together with other members of the European BMW Club community. We offered for example several tours around Leersum, tours to places of interest, a Concours d'Elégance and of course joint dinners where club members could exchange their experiences.



That's the way it started

Now we are looking forward to our 50th anniversary in 2012. The celebration will last 3 days and will also take place in Leersum from 7th to 9th, September 2012.

Our website www.bmwclubnederland.nl is quite new and still under construction, but you will already find a lot of information about our club. So just visit it. All BMW Club members are also cordially invited to join our club evenings and to meet the club members.

BMW Club Nederland

Founded:	1962
Members:	800
Type:	Automobile and Motorcycle Club
Website:	www.bmwclubnederland.nl

Diary

There are again a number of promising events in the new year 2010 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



BMW classics in the arena
Photo: Club BMW Serie 3 (E21/E30) España

April	April 23 – 25	Concorso D'Eleganza Villa D'Este in Cernobbio (I) http://www.concorsodeleganzavilladeste.com
May	May 06 – 09	Mille Miglia (I) http://www.millemiglia.it
	May 13 – 16	Annual Meeting BMW Veteranen Club Deutschland e. V. in Coburg (D) http://www.bmw-veteranenclub.de
	May 20 – 24	37 th Annual Meeting of the GLAS Automobil Club International e. V. in Berlin (D) http://www.glasclub.de
	May 21 – 24	BMW Mountain Days in Kaprun, Zell am See (A) http://www.bmw-mountain-days.at
	May 22	Bimmerfest, The Rose Bowl – Pasadena, California, USA http://www.bimmerfest.com
	May 22 – 24	BTI on tour from Emsland southbound (D) http://bti-ontour.bmw-clubs.org
June	June 03 – 06	44 th International BMW M1 Club Meeting (CH) http://www.bmw-m1-club.org
	June 03 – 06	3 rd Klassikwelt Bodensee – Fairgrounds Friedrichshafen/Bodensee (D) http://www.klassikwelt-bodensee.de
	June 04 – 06	Annual Meeting BMW 3er-Club (E21/E30) e. V. in the area Daun/Eifel (D) http://www.bmw-e21e30.de
	June 10 – 13	BMW Z8 Club Spring Event and General Meeting in Windischgarsten (A) http://www.z8-club.de

Further information

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

Clubs:

- www.bmwclubdefrance.org
- www.alpina-gemeinschaft.de
- www.bmwmotomexico.com
- www.bmwclubnederland.nl

Events:

- www.concorsodeleganzavilladeste.com
- www.millemiglia.it
- www.bmw-veteranenclub.de
- www.glasclub.de
- www.bmw-mountain-days.at
- www.bimmerfest.org
- bti-ontour.bmw-clubs.org
- www.bmw-m1-club.org
- www.klassikwelt-bodensee.de
- www.bmw-e21e30.de
- www.z8-club.de



Current highlight at the BMW Munich subsidiary – a club member's BMW 3.0 CSL
Photo: Wolfgang v. Weichenrieder