



Council News

4/09

BMW Clubs International Council Newsletter



Great performance of the BMW drivers at the WTCC race in Oschersleben

Photo: BMW AG

Highlights of this issue:

- **Current Events:** New face at the BMW Club Office
- **Current Events:** Original BMW Parts
- **Report:** The Council Meeting 2009
- **Current Events:** M1 Café Bar – BMW Club Special
- **Diary:** Key international events for the BMW Club scene and BMW Classic

The WTCC in Oschersleben

By Martin Rehkate, Deputy Chairman of the Z3 roadster Club Deutschland

A major event was planned for the first September weekend of 2009: Through the BMW Clubs International Office, BMW Motorsport had invited members to the WTCC (World Touring Car Challenge) race in Oschersleben in the Magdeburg area. This invitation had gone out in similar form in 2008, though at that time only very few members of the Z3 roadster Club attended. Things were different in 2009: With 14 people and 8

vehicles we formed an impressive group.

The drive up on Friday was difficult for many, with congested traffic and poor weather in some cases. Our hotel in Magdeburg was situated directly by the airstrip, so it was also easy to reach from the motorway.

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Dear BMW Club members,

After completion of another annual meeting of the International Council, I would like to focus on a few matters to come out of the meeting. Hopefully as we move on from the troubles of the last year or so, I believe it is important to remain forward thinking and true to our original goals. Two of these goals related to creating effective structures for clubs in regional areas. To this end we now have BMW Clubs Asia and the BMW Clubs Latin America Federation, with between them over 20 motorcycle or car clubs.



Forming regional umbrellas is no easy task and relies heavily on the hard work and willpower of several interested individuals, and to these people we owe a debt of gratitude for their dedication and cooperation. Clubs Asia has been around for a couple of years and while the early stages have been a little slow, the next step should bear witness to major activity. In November representatives from clubs in the Asian umbrella will meet in Hong Kong to finalize the constitution, communication strategies and other procedures. Given there are several new clubs throughout the region this meeting is an important milestone.

Even newer than BMW Clubs Asia is the Latin American Federation approved at the meeting in Regensburg. This sees motorcycle and car clubs from Central and South America forming under one overall structure. In order for the Board of the Council to better understand local issues and get to know a little more of clubs in the region, the 2010 Board Meeting of the Council is intended to take place in February in Buenos Aires in conjunction with the inaugural AGM of BMW Clubs Latin America.

With one or two exceptions, the Council now has pretty much all areas of the globe covered, which makes it much easier for clubs throughout the world to have a voice on the Council whilst at the same time being within the reach of information being disseminated from the BMW corporation itself.

And finally, as the saying goes, nothing remains the same forever. There have been several changes within BMW Classic over the course of 2009, and perhaps the one with the most direct impact on the Council is the arrival of Ulrich Arendts who takes on the liaison role performed so enthusiastically and admirably by Dr. Thomas Tischler and Jörg Hübner. Whilst a little taken aback by some Council idiosyncrasies, I am pleased to report Ulrich survived his first Council meeting relatively unscathed. First impressions count for a lot, and from both the business and social sides I know we left a favorable impression, albeit one that involves a steep learning curve. The next step will be to get him through a Board meeting in one piece!

And of course I must say how pleased I am to have been re-elected as Chairman. This gives me the opportunity to continue to work with a very dedicated and hard-working Board and the fantastic team at the Club Office.

Ian Branston
Chairman
BMW Clubs International Council

Publication details:

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BMW Group Classic
Sales and Marketing
International Club Organizations
80788 München

Your new contact person: Ilka Huss

A new face at the BMW Club Office



At the beginning of November 2009, Ms. Ilka Huss took over the position of Dorothee Grau at the BMW Club Office. Her work especially includes responsibility for the BMW Classic and Type Clubs section and the North and South America section. Ms. Huss is looking forward to engaging in active collaboration with the international BMW Clubs. With her sound pro-

fessional experience, she is looking forward to the diverse world of the BMW Clubs. She had her first contact with the brand BMW during her childhood when she was thrilled to be allowed to ride in her father's car. Later on, she had to do with BMW at a professional level on the agency side in the field of international publications. Her favorite souvenir from this period is a book on the BMW Z3 which she herself helped to create. Her experience in marketing and sales means that she has especially well developed organizational and coordinating skills. Ms. Huss always has an open ear for your concerns and is looking forward to this new challenge. You can contact her by e-mail on: ilka.ih.huss@partner.bmw.de and by phone on +49-89-382-24821.

Sophisticated parts logistic for BMW classic vehicles

Original BMW Parts

By Max Bauer, BMW Group Classic
Photos: BMW AG

When you are looking for Original BMW Parts for classic vehicles, the BMW dealer is the first point of call. Every dealer has access to the online catalog for historical parts, in which some 27,000 items are listed. The online catalog is also available for private customers on the BMW Classic website (www.bmw-classic.com). For the time being, the desired parts can be ordered exclusively from BMW's dealer network. However, BMW is presently working on an online sales system, which will most likely be available from 2010.

Once customers have ordered a part from the dealer, the parts logistics begin. The dealer passes the order on to the BMW Dynamic Center in Dingolfing; if the ordered part is available, it is immediately – in Germany usually on the same day – sent to the respective BMW dealer, who in turn informs his customer. The driving pleasure can continue as soon as the part has been fitted.

Original BMW Parts for classic vehicles can either be remainders from the vehicle's actual time of construction or reproduced Original BMW Parts. Sometimes customers request parts that are no longer in stock and can, therefore, not immediately be procured.

Since the foundation of BMW's heritage division in 1994, there has been a department of experts specifically in charge of the parts supply. The responsible contact person is Georg



Georg Blumoser, Manager Part Sales BMW Classic

Blumoser. His team, consisting of technicians, material procurement managers and price analysts, examines both the stock and the demand, and initiates the reproduction if necessary. If a part needs to be reproduced the first thing to do is to view the respective technical documents. Thanks to BMW's enormous archive, original construction plans, samples, models, drawings and the like are usually available. If this is not the case, BMW Group Classic prepares new technical drawings on the basis of original photos and corresponding parts of classic vehicles from the collection.

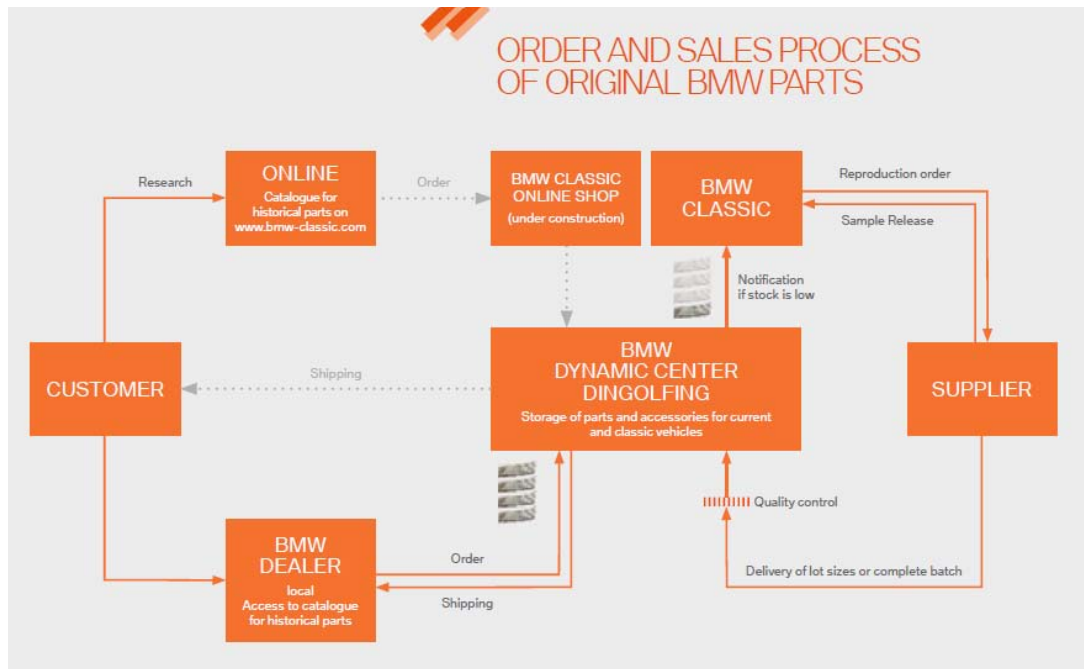
Continued from page 03

Next, the team in charge of historical parts needs to find a suitable supplier. Together with the BMW Purchasing Department, they search the BMW Plant Network as well as a network of specialist companies. It is not always easy to find an adequate supplier: They must not only meet BMW's high quality standards, but also be willing to provide affordable, low-batch production. If a supplier has already manufactured a certain part several times without defects, they can expect to be entrusted again. New suppliers must first prove themselves throughout BMW's purchasing process and subsequently in practice as well. If a suitable supplier has been found, they receive an order from BMW's Purchasing Department and a call-off order from BMW Group Classic specifying the delivery date and the desired quantity.

Even with the corresponding technical documents at hand, it is still very laborious to reproduce an original BMW part for a classic. As Georg Blumoser explain-ed, the original tools are rarely available. Therefore, it is usually necessary to fabricate new custom-made tools. BMW bears the costs for the new tools and in return the suppliers deliver exclusively to BMW. With these tools, the supplier first manufactures a sample, which is then presented to BMW Group Classic's specialists for examination. The part comes in several separate assemblies. Each of them is assigned to a specialist in Georg Blumoser's team who first examines the sample. The appearance must be functional and genuine, and the quality of the used materials also plays a decisive role. The part is then mounted to the vehicle and directly tested on the car in BMW Classic Center's customer workshop.

While the supplier produces the part, BMW Classic handles the commercial processes. The sales price is calculated based on the purchase price, on the costs for storekeeping, tool construction and shipping, and on the capital commitment of the specialists from the Parts Department. Depending on the complexity of the components manufactured, BMW either purchases lot sizes or the complete batch. This depends, among other things, on the material. For example, certain braking components can only be stored for a maximum of five years because the rubber becomes porous. The amount of reproduced parts is always calculated so as to meet the demand predicted for the next 10 years.

"To keep deviations from the actual demand as low as possible, the Parts Department's employees always keep an eye on the overall number of vehicles worldwide," explains Ralf Vierlein, General Manager Development, Technologies and Aftersales BMW Group Classic. On the basis of their experience and expertise the responsible team assesses the future development of the number of vehicles, as well as the classic series' to come. At present, there are about 550,000 classic BMW automobiles as well as about 70,000 classic BMW



motorcycles worldwide. In 2009 alone, BMW Group Classic has taken over responsibility for the technical support and the parts for 264,000 vehicles from the E 30 model line. This line comprises an enormous amount of 8,800 parts, which need to be integrated and cleared.

In 2010, the second generation 7 Series consisting of about 30,000 vehicles and 3,000 additional parts will follow; in 2011 the 8 Series with 5,200 vehicles and 3,400 parts. Ralf Vierlein confirmed these predictions of an increasing demand for spare parts in the classic car section. However, he is not worried about it: "We are well prepared," he said.

Further information

BMW Group Classic
www.bmwgroup-classic.com

Continued from the title page

The WTCC in Oschersleben – pure racing pleasure

By Martin Rehkate, Deputy Chairman of the Z3 roadster Club Deutschland e.V.
Photos by Martin Rehkate and Dorothee Grau



Lined up BMW Z3s of the club members

A friendly reception and good food instantly created a great atmosphere. However, we were rather surprised to hear that there was a “flying school” – not on the airstrip but in the hotel’s underground parking lot where we had parked our Z3s – some of which had even been specially washed for the occasion. Large numbers of swallows had nested there, making for busy air traffic and – as the floor of the underground parking lot revealed – a certain amount of wastage from above, as one might expect! In view of serious doubts as to whether our vehicles’ paint finish would stand up to this, our tour organizer Udo Kropeit – perfectly prepared as ever - immediately took the initiative. He gathered all the swallows for a briefing, raised his finger and said to them: “No sh...ing on Z3s!” It is amazing but true. The swallows did what he said and not a single Z3 was soiled. That’s what I call perfect collaboration!

We were pleased to find out that many of the BMW teams were also staying at our hotel. This ensured that the racing atmosphere got into gear even over breakfast. Full of anticipation and after a short briefing, we set off for the racetrack where we were met by Andrea Sommer and Dorothee Grau of the BMW Clubs International Office. Only the car park attendants seemed to be hearing of the Z3 roadster Club for the first time, which briefly caused some confusion.

However, Ms. Grau of the Club Office was quickly able to calm down the excessively duty-bound attendants and we were able to park our darlings to full effect in a single row along the main access road to the racetrack. Each of us then received a



The Z3 roadster Club members together with Andrea Sommer of the BMW Club Office

gift from BMW Motorsport: posters, driver fan cards, a book and some magazines as information material, and of course the admission tickets were handed to us by the ladies of the BMW Club Office. We then took a group photo and discussed the further schedule. Of course it was especially important to attend the “Meet and Greet” with the BMW WTCC racing drivers on the Saturday afternoon before the qualifying. Until then we made use of the time to explore the racetrack.

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Great rush of people at the "Meet and Greet" with the BMW drivers

Augusto Farfus and Jörg Müller took lots of time for the BMW Club members. They chatted to us about the race and the potential risk involved in the unsettled weather which had been forecast. Just a few minutes later this was to become a reality when due to an unlucky change of tires in view of changing track conditions the BMW drivers – who had been favorites – ended up in the middle of the field at best.

For the rest of the afternoon we watched the training races and the first races of various racing series held as part of the WTCC program. In the evening, some of our group took the opportunity to go to a rock concert with Sarah Connor, Milow and Reamon. Our admission tickets were valid for this too, and a concert with such well-known artists is a welcome addition to the races. However, Z3 roadster Club members quickly came to the conclusion that the concert was too long if you wanted to be able to enjoy the following day, which was after all the main day of the event and was to include a program of other races, too.

The racing Sunday entirely met the fans' expectations. We all agreed that the touring car races, including the Trofeo Abarth 500 Europa, the MINI Challenge, the Seat Leon Eurocup and the WTCC, were the most exciting. The tough duels and the opportunity to watch cars touch each other in full flow, as well as the numerous overtaking maneuvers make these races very spectacular for the spectators. Races with formula vehicles where the drivers have to avoid any contact with others due to the uncovered wheels seemed like dull processions by comparison. However, we were soon convinced otherwise: Suddenly, a 400 bhp Formula 2 car rolled over directly in front of the western grandstand where we were sitting after colliding with another vehicle. Luckily the driver got out unhurt. We then all woke up and followed the formula races with the appropriate level of interest.

Incidentally, the well-known television chef Tim Mälzer was a guest driver at the MINI Challenge – a kind of fast "meals of wheels." But as far as Mälzer was concerned, it was simply a

matter of being involved in the event. By the way, the two WTCC races ended well for the BMW drivers. In the first race there was a lot of bent metal in the middle of the field, as expected. Jörg Müller dropped out unfortunately. But Augusto Farfus managed to collect solid points with a fairly battered-looking car, at the same time securing a good starting position for the second race in which the first eight drivers from the first race started in reverse order. The winner of the first race was BMW driver Andy Priaulx, who took the lead completely by surprise, coming up fast from way back and passing all the accidents on his way. Then in the second race Augusto Farfus secured a confident victory ahead of Andy Priaulx. Jörg Müller came up from the very back to achieve an impressive fourth place. So all in all it was a successful weekend for BMW, which obviously pleased the managers present, Dr. Mario Theissen and Development Director Dr. Klaus Dräger.

The Z3 Club Deutschland e. V. members happily drove home again with great memories of an eventful weekend. We would like to express our sincere thanks to BMW Motorsport and the BMW Clubs International Office for their generous invitation, the great gifts and in particular the friendly attitude of the teams at the event, including the drivers themselves. This made the event unforgettable! After all, it is simply not the same when you go to a race just as a spectator.



Tough duels and numerous overtaking maneuvers met the expectations of the club members

And of course we would also like to offer our warm thanks to our tour organizer Udo Kropeit! Without his persistent efforts, this event would probably never have happened for the Z3 roadster Club. We hope that there will be a repeat next year! After all, unlike on television, there are no replays when you watch the race live. So that's why we are looking forward to going again next year!

Further information

Z3 roadster Club Deutschland e. V.
www.z3-roadster-club.de

World Touring Car Championship
www.fiawtcc.com

New workshop teaches important know-how of club management

BMW Club Deutschland e. V. initiates BCD workshop

By Mario Mück, President of the BMW Club Deutschland e. V.

At the executive committee meeting of BMW Club Deutschland e. V. (BCD) in Seefeld, the idea was born of holding a workshop for regional clubs at the initiative of the executive committee.

Many BMW Clubs had previously sent in queries when they were having management problems or had no idea that the BMW Group provided guidelines.

In collaboration with the club office, planning for the BCD workshop got underway. It quickly became clear that there was a very wide range of problematic issues and that a single BCD workshop wouldn't be enough. Also, the idea was to avoid people having to travel across half the country, and so the workshops would be held at BMW sales subsidiaries in the north, east, south, west and center of Germany.

The topics were broken down into modules:

Module I: Basics of club management, German association law, special club and organizer liability, special accident insurance, CI according to BMW Group guidelines, accounting

Module II: Conflict management, club activities, creating a website, PR

Module III: in planning

The executive committee decided to hold the first BCD workshop at the BMW sales subsidiary in Hannover. Members of the BMW Club Hannover 84 e. V. took care of on-site planning.

And so it was that speakers Andreas Stember (VP Marketing), Pamela Lange (Club Office) and Mario Mück (President) were able to welcome 25 participants from 11 regional clubs in North Germany at the BMW sales subsidiary in Hannover and deliver Module 1 to club members. The first BCD workshop was regarded as a great success.

The next stage was to plan the second BCD workshop, to be held in Munich for southern-based clubs. With the support of members of the BMW Club Sportmotor München e. V. it was possible to find a conference room at the BMW Motorcycle Center. Members of the BMW Club Sportmotor München e. V. looked after on-site organization.

The same speakers then traveled to Munich on April 3rd 2009. On this occasion a visit was also paid to BMW Classic with Wilfried Lichtenberg, VP Motorcycle. Jörg-Dieter Hübner (Head of Club Organizations) and Kati Hockner (BMW Clubs

International Office) guided the group through the premises of BMW Classic. Members were then able to visit BMW Welt and the BMW Museum on their own.

19 club members from 8 BMW Clubs were welcomed to the BCD workshop on April 4th 2009 to discuss Module 1. Just as in Hannover the speakers received positive feedback, much to the satisfaction of the executive committee of the BMW Club Deutschland e. V.



The 2nd BCD workshop took place at the BMW Motorcycle Center in Munich

Since the regional BMW Clubs organize their BMW meet-ups during the summer, the BCD workshops will only be held during the other seasons.

Currently, further BCD workshops are being planned for Module I in the east, west and center and these will most likely be held during the fall/winter of 2009.

In addition to the topics in the modules, the aim is for members of the BMW Clubs to get to know each other better at these events and form new friendships.

Further information

BMW Club Deutschland e. V.
www.bmw-club.de

International Council Delegates met in Regensburg

The Council Meeting 2009

By Debbi Harbour, Delegate and President of the BMW Riders Association

The BMW Riders Association (RA) was formed in 1972 for BMW motorcyclists passionate about the marque and continues to serve the BMW motorcycling community in the United States. The RA became a member of the ICC in 1992 to work with other BMW Auto and Motorcycle Clubs internationally.



The "Rumestempel" Walhalla is enthroned high above the river Danube

Regensburg, Germany provided the backdrop for this year's meeting. Arriving a day early afforded my husband and me the opportunity to explore the streets of this wonderful city and sample the local cuisine.

On Saturday, while the Council Board held its board meeting, we ventured out into the city again to explore the historic buildings and churches before the Welcome Dinner at the host hotel Park Hotel Maximilian. This gave participants a chance to catch up with old friends and make new ones.

BMW always provides a truly unique experience for participants to enjoy the area and we spent a busy day on Sunday starting with a walking tour of Regensburg and lunch at the "Historic Wurstkuchl." A boat trip down the Danube to Walhalla followed and a chance to work off our lunch by climbing the multitude of steps to the stunning building. The evening concluded with a tour of and dinner at the brewery "Haus Heuport."

The hard work started on Monday with reports from the ICC Office, updates on the BMW Club Survey and discussion regarding the BMW Club CI and logo transition. Many clubs have begun to make the transition to the new logo design and a meaningful discussion was held to work out details to ensure all of the clubs and chartered clubs come into compliance by January 2011. Afternoon working groups tackled two complex issues:

How to work with the internet and virtual groups/clubs and how the ICC can become more of a viable partner to BMW. The second issue was of particular importance to me given current economic conditions worldwide and how the clubs can assist the International Council and BMW to further the brand and bring more individuals into the clubs and gain more recognition for BMW and its products. The group developed ideas of how to bring the club experience to more individuals. The first group talked about the growth of internet-based clubs and how the internet could be used by existing clubs to promote the club life with vehicles such as forums, Facebook, YouTube and other social networking websites.

Tuesday morning was spent at the BMW Regensburg Z4 manufacturing facility. This was of particular interest to me as I have spent a good portion of my career in manufacturing and the past twenty years in the automotive sector. I just wish I could have taken a Z4 home with me!

The afternoon agenda included the more formal agenda items with voting on the Friend of the Marque and Prof. Dr. Gerhard Knöchlein awards.

Election of the Chairman, Vice Chair Cars and Vice Chair Motorcycles were held and the current individuals holding these positions were re-elected to serve another term: Chairman: Ian Branston, Vice Chair Cars: Phil Abrami and Vice Chair Motorcycles: David de Bruyn.



Ian Branston and Karl Baumer congratulate the representatives from Latin America

Representatives from the new South American umbrella club, Antonio Munhoz and Mariano Varsky, were introduced to the Council.

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The Council voted in and welcomed the Latin American umbrella club. With the addition of the South American umbrella club, the ICC is now represented internationally and the Council looks forward to working with the new umbrella club to grow this region of the world.

The final presentation was the proposed site for the 2010 Council Meeting in New Zealand. Gerry Hodges, New Zealand Delegate, offered an interesting view of this part of the world and offered participants a view of a memorable meeting site.

We always look forward to the Council Meeting: seeing old friends, beautiful sites and spending time with others who share our love of BMW. The past year has provided many with challenges, but all left the meeting renewed and looking forward to strengthening the International Council and our clubs.

Further information

BMW Riders Association
www.bmwra.org

A great day for BMW motorcycle fans in New Forest

Pre-1969 BMW Open House Day in England

By Peter Dunn, Council Delegate of the BMW Clubs European Federation

Every two years the Amateur Mechanic, a celebrated restorer and enthusiast of pre-1969 BMW motorcycles, holds an open house day in an area called the New Forest in the South of England. Fellow BMW enthusiasts and BMW Club members are welcome to call in, admire the Amateur Mechanic's immaculately restored collection of BMWs and display their own motorcycles. It's also a social get-together for meeting old friends, enjoying lunch together, telling stories and passing on technical hints and tips, and trying to find who has the elusive spare part you need.

Pre-69 BMWs and pre-1983 air heads have a strong following amongst the 7,000 strong members of The BMW Club. This club was founded in 1951 and is 58 years old this year. There is a Vintage and Classic section within the club supporting the owners of the earlier BMWs with specialist events, publications and BMW Matra tool hire. Some members of The BMW Club are also members of the Vintage BMW Motorcycle Owners and copies of the VBMWMO magazine are eagerly read and sought after. This event was publicized by The BMW Club but was open to any member of an official BMW Club.

This year's meeting was held on August 22nd, with the day starting cold and rainy and then as more people arrived the sun burst through the clouds. Helmets and waterproof jackets were discarded and sunglasses put on.

On the Amateur Mechanic's lawn were arranged a 1928 BMW R52, R5, R35, R51/3, R68, R26, R50, R60, R69S, R75/5 and R90S. A further BMW R51/3 project being built as an International Six Day Trials Replica was on display on the bench in the workshop. His Steib sidecar project was in his dining room alongside an NSU racing bike.

Visitors' BMWs included a 1928 BMW R42 ridden 40 miles to the event including a ferry crossing from the Isle of Wight, a 1950 BMW R25, R51/3, R50, R60, R69 and R69S. All the bikes were ridden to the meeting with not a trailer in sight.



Vintage BMW motorcycles on the Amateur Mechanic's lawn

More modern BMWs attending included several BMW R80GS and R100GS variants, models of which have a very strong following in Great Britain, various oilheads and Ks including a 1989 Red and Yellow K1 (surely a future collectable BMW).

Thanks should go to the Amateur Mechanic and his helpers, for organizing an excellent day and serving a wonderful lunch. Everyone had a great time and is now looking forward to August 2011.

Special “Regulars’ Table” offer for BMW Club members



PRESENTED BY THE M1 CAFÉ BAR AT THE BMW MUSEUM

Why not hold your regular BMW Club meetings in the stylish setting of the M1 Café, against the spectacular backdrop of the BMW Museum?

We invite you to the **M1 Café Bar at the BMW Museum every Friday from 6 pm.**

Enjoy the evening with the culinary highlights of the M1 Café Bar and make the most of our “Regulars’ Table Special” for BMW Club members: dish of the day including a 0.3l beer or soft drink at the special price of € 9.90 .

If you place a reservation for 25 or more, the M1 Café Bar offers you a glass of sparkling Italian wine or during winter a glass of mulled wine – on the house!

This offer also applies from **Tuesday to Friday from 11 am** for all BMW Club members.

Reservations providing details of your BMW Club name and further information from:

M1 Café Bar, Am Olympiapark 2, 80809 München, Tel.: +49-89-89 06 366 36, e-mail: info@m1cafebar.com



Portrait: BMW Auto Club Colombia

BMW Auto Club Colombia

By Norman Mejia, Samuel Huertas Jr., Rodrigo Kurmen and Santiago Herrera



Fully restored BMW E3 and E9

The history of BMW in Colombia began in 1968, when Mr. Arwett Miller had the idea of importing 80 units of the 1800 model as transportation for honored bishops. The cars were exclusive and very high end, thus capturing the interest of many car fanatics and bringing much attention to the Bavarian brand. Beginning in 1968 and continuing for thirteen years, around 2,000 BMW automobiles were sold throughout the country by the first car dealer, DISCAR. Iconic BMW 2002s, E9s, E12s and even E3s can still be found roaring down our highways. In 1981, DISCAR went off the market and Autogermana became the new BMW representative in Colombia.

During the 1980s, due to economical measures issued by the national government, the import of luxury cars was banned. This restriction remained until 1990. However, many BMWs were imported during those years, thanks to several diplomatic licenses that were issued during this period. Thanks to this, BMW E21s, E30s, E28s, E24s, and E23s became common sights on the streets. As the country grew, bans on imports were canceled, the costs of importation lowered, and new customs laws were put in place, therefore more BMW vehicles were allowed to enter the country.

After 40 years, the fervor for the Bavarian company remains strong. Hundreds of models from the new and old portfolios have been sold in Colombia. No matter if it's a BMW E3, E21, an Iconic 02, big saloons like the 7 series, the stylish E30, the powerful M series, 90s series such as the E36 and E39, or even the newest, state-of-the-art models, every single BMW has its own enthusiast. The toddlers and children who would have been passengers during the 60s and 70s now have their own dream to drive. The spirit has remained the same for many years, but each person would feel alone without a fellow driver to love the icon. But now every driver and enthusiast can be

part of great adoration for the ultimate driving machine. Felipe Garcia, Samuel Huertas, along with several of their close friends and enthusiasts, started working on the idea of creating one group to encompass the whole passion for BMW across Colombia. Through much dedication and hard work the very efficient team created the Club. This has been approved and indicates the enormous love for BMW in Colombia.



After the bans on import had been cancelled, more BMW vehicles were allowed to enter Colombia

The BMW Auto Club Colombia is proud of its approval and recognition by the BMW Clubs International Council. It has 56 members and continues to grow. Regional and series chapters have been initiated throughout Colombia. Every member is dedicated to preserve the history of BMW, restore models, and keep the engineering evolution running in Colombia. Mobile tradition begins here, and the BMW Auto Club Colombia captures this essence.

BMW Auto Club Colombia

Founded:	2008
Members:	56
Type:	Automobile club
Website:	www.bmwautoclubcolombia.com

Diary

The year 2009 draws to a close but the planning for the upcoming events in 2010 is going strong already. Below we have compiled the first fixed events for you. You would like to have your event listed in the club newsletter? Then simply send us all your event details.

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



Meeting in Munich: 54 BMW 8 Series vehicles in front of the BMW Museum

November	November 20	Night of the White Gloves at the BMW Museum (D) http://www.bmwclassic.com
	November 28	Bonhams BMW Motorcycle Auction Sale at the BMW Museum (D) http://www.bonhams.com
Preview 2010		
February	February 2 – 7	Working Meeting of the Council Board http://www.bmw-clubs-international.com/en/index.html
	February 5 – 7	Bremen Classic Motorshow in Bremen (D) http://www.classicmotorshow.de
March	March 12 – 14	Retro Classics 2010 in Stuttgart (D) http://cms.messe-stuttgart.de
April	April 07 – 11	TECHNO CLASSICA 2010 in Essen (D) http://www.siha.de
	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 of 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 22 – 24	BTI on Tour from Emsland southbound (D) http://bti-ontour.bmw-clubs.org

Further information

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

Clubs:

- www.z3-roadster-club.de
- www.bmw-club.de
- www.bmwra.org
- www.bmwautoclubcolombia.com

Events:

- www.bmwclassic.com
- www.bonhams.com
- www.classicmotorshow.de
- cms.messe-stuttgart.de
- www.siha.de
- concorsodeleganzavilladeste.com
- www.millemiglia.it
- www.bmw-veteranenclub.de
- www.glasclub.de
- bti-ontour.bmw-clubs.org



Again successful – Gerry Hodges & Team at the Dunlop Targa 2009