

# Council News

2/03

Newsletter of the International Council of BMW Clubs



BMW 3.0 CSL at the 2003 Silvretta Classic: not even the bad weather could dampen the high spirits at this event. Page 03

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- **Events:** Reports from the Silvretta rally, the BMW Veteran Meeting in Schwerin and the Goodwood Festival of Speed
- **Features:** The new BMW 5 Series and the refurbishment of the "Four-Cylinder"
- **Dates:** Key diary dates for late summer and autumn

## Classics against a historic backdrop Page 08

Schwerin had never seen the likes of it before. 320 participants and more than 150 classic vehicles converged on the city between 29th May and 1st June 2003 for the 27th International BMW Veteran Meeting.

Models ranged from the early Dixi and the 3.0 CSL all the way to the R 32 and R 90 S. The picturesque

historic centre of Schwerin and its unique natural surroundings not only provided the perfect backdrop for these cherished classics, but also offered a wide range of cultural events along with warm hospitality. Hundreds of enthusiastic spectators lining the roads contributed to a true Mille Miglia atmosphere.



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## Download:

A printable version of the Council News (300dpi) can be downloaded at:  
<http://www.bmw-mobiletradition.com/clubs>

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## Records at every turn



For fans of classic models bearing the BMW badge, the last few months proved a resounding affirmation: anyone who saw – and heard – at first hand BMW Mobile Tradition's recent acquisitions, such as the BMW Kompressor formerly owned by racing driver John Surtees, knows why more and more people are coming under the spell of historic models.



BMW Kompressor (left) and BMW 3.0 CSL "Batmobile" at Goodwood.

Dear BMW Club Members,

A record-breaking summer draws to a close – not just from the perspective of the weather forecasters. Rarely has the BMW Club scene witnessed such a spate of top-notch and highly successful events, and never before has the reception among the public been better. Record numbers of visitors at Garmisch-Partenkirchen and Goodwood, countless spectators lining the roads in Schwerin, and thousands of fans watching the 2,000 km through Germany rally not only made for a vibrant festive atmosphere throughout, but also demonstrated that the BMW Club scene is making inroads well beyond its membership while steadily expanding at the same time.

Recognition is a fine thing and the best incentive to continue working towards our shared goals. That also applies to our Newsletter, whose maiden issue sparked an excellent and lively response from you, our valued club members. We are delighted at your positive reactions and at

the same time see them as a challenge to do even better, combining the latest information with the passion and commitment that enabled you, dear members, to break all records this summer.

Happy reading!

Your International Council



Delighted spectators at the Earl of March's Goodwood Estate.

**Event: Silvretta Classic**



# Silvretta Classic in the Montafon mountains

Snaking their way across the asphalt passes of the Austrian Vorarlberg mountains once again this July were four- and two-wheeled classics of 53 different brands.

The Silvretta Classic Montafon (3rd to 6th July 2003) again provided its protagonists with a rather special backdrop. The drivers, riders and passengers in and on their cherished classics drew on their outstanding driving skills and experience as they negotiated the serpentine of the idyllic Vorarlberg, passing ibex, ski huts, glacial streams and Alpine meadows along the way.

### Challenging route

In all, spectators were able to count a total of 156 different classic models – reason enough for BMW to be represented among them again this year. Six rare gems rolled off the BMW Mobile Tradition trailer, raring to face up to the tough challenges of this year’s spectacular rally stages. There were also numerous private entrants who could not resist the temptation to line up with their historic BMW vehicles. Apart from the sheer fun of the event, their primary focus was on meeting the requirements of the marshals and the control stages along the high Alpine roads of the Silvretta range. Ex-Porsche race manager Peter Falk had plotted the winding route. Peppered with measurement and control points, it uncompromisingly put participants and their driving skills through their paces.

### Mille Miglia winner at the start

Entrants from a total of twelve countries negotiated their vehicles up to the Bielerhöhe at an altitude of 2,032 metres. This time the rally competitors were not only obliged to meet the requirements of the various classifications, but had to



A line-up of top-flight models turned the 2003 Silvretta Classic into an experience.

withstand the vagaries of the weather as well. April showers in June demanded flexible management of the event on the part of the organizers and precise manoeuvring of the vehicles by the drivers. The organizers had taken appropriate precautions by complementing the standard driver kit (road book, start number, stopwatch and peaked cap) with a large umbrella. Happy were those who boasted a canvas roof or hardtop. The rest were exposed to the elements or had to park their car in a sheltered spot to dry out and warm up again.

BMW provided a special highlight by fielding the 328 Touring Coupé of 1939, which Huschke von Hanstein had driven to victory in the 1940 Mille Miglia. The involvement of this automotive rarity, with BMW’s head of development Dr.



BMW was represented by a raft of classics.



Passing through a control point: brief respite from the rain.

## Silvretta Classic continued



Burkhard Göschel at the wheel, was justifiably celebrated as a special event within the event. Also taking part were, among others, BMW's "engine guru" Paul Rosche in a BMW 3.0 CSL and Adolf Prommesberger, head of BMW M, in an M3 CSL.

### And BMW triumphs once again

On the sporting front the BMW team again managed to put in a compelling performance, with the best ride through the various stages claimed by seven-times Mille Miglia winner Giuliano Cané. This was the Italian's debut in the Vorarlberg event and he emerged as the undisputed star of the show, successfully steering a historic 1940 BMW 328 through the trials of the 2003 Silvretta Classic. Drawing on his longstanding experience, he breezed through all the tests to post the best times, he and his passenger ultimately claiming first place in the regularity class.



Classics against a grand backdrop: start in Partenen (top), and participants driving through the town of Bludenz (bottom).

#### Further Info:

Further information on the Silvretta Classic 2003 is available at: <http://www.silvretta-classic.de>

## Council Meeting Review

### International Council of BMW Clubs meets in Rottach-Egern

The Meeting of the International Council of BMW Clubs was held in Rottach-Egern from 11th to 14th September. This committee constitutes the umbrella organization of all recognized BMW Clubs worldwide and gathers annually for a meeting hosted by BMW Mobile Tradition in order to outline and decide on the strategic approach, targets and activities for the following year.

Taking part were delegates from Europe, the USA, Canada, Australia, New Zealand, South Africa and Japan, as well as the BMW Veteranen-Club and BMW Mobile Tradition, which is responsible for the BMW Club scene and its members,

now numbering approximately 200,000.

Ian Branston of the BMW Club Australia was elected the new Chairman of the International Council of BMW Clubs. Elected as Vice-Chairmen were Phil Abrami, BMW Club Canada, for cars, and Dr. Robert Hellman, BMW RA USA, for motorcycles, with Dr. Bernhard Knöchlein being re-elected for classic models.

The main theme of the meeting was the restructuring of the BMW Club organization with a view to catering to its growing internationalization in the strongly expanding markets of Eastern Europe, Asia and Latin America. The BMW Clubs

will thus in future be divided into three sections: Europe, America, and Asia, Africa, Oceania. Beyond that there will be an internationally oriented section for classic and model-based clubs. We will be reporting on this in detail in the next issue.

The following were presented with the "Friend of the Marque" award for outstanding services: Karl-Heinz Cramer, BMW Veteranen-Club Deutschland, Heather Lambley, BMW Clubs Australia, and Paul Glaves, BMW MOA. The "Prof. Dr. Gerhard Knöchlein BMW Mobile Tradition Award" went to Doug Read, BMW Car Club Australia, and Dr. Sultan Karim, BMW Clubs Canada.

#### Further Info:

Further information on the International Council is available at: <http://www.bmw-mobiletradition.com/clubs>

## Feature: BMW 5 Series

# The new BMW 5 Series range: Innovations of the fifth generation



BMW 5 Series: success story going back three decades.

Innovation and tradition are the key factors that have made the BMW 5 Series into such a successful model over more than three decades. The appeal of the latest BMW 5 Series is largely rooted in the qualities of its predecessors.

It seemed an obvious move, then, to combine the launch of the “new” BMW 5 Series with a retrospective of this model range. At the market launch involving numerous BMW subsidiaries and retailers, interested customers were to be granted the opportunity not only to view this new premium model in the upper medium range, but to see its forerunners as well.

The new BMW 5 Series impresses primarily with its raft of technical innovations, thus perpetuating in exemplary style the tradition of its four predecessor models, which since 1972 have repeatedly set new benchmarks on many fronts.

It all began after the realignment of BMW’s car model ranges in the early 1970s when the E12 prototype marked the inception of the new 5 Series, a production plant having been specially built in Dingolfing to manufacture this model. The E12 was following at intervals of eight to nine years by the successor generations E28, E34, E39 and, finally, the very latest E65 which had its market launch this year.

Gathering all these models together for the many overlapping launch events proved a real challenge which could hardly be met by drawing on the historic collection of BMW Mobile Tradition alone. It was the moment the BMW Clubs had been waiting for, since they too have traditionally done sterling work in restoring and maintaining these vehicles.

Thanks to the involvement of E12 and E28 club members, for example,

some impressive exhibitions were organized in close collaboration with a number of BMW subsidiaries. They included those in Essen and Frankfurt, where the exhibition grounds served as a location for the event, as well as a number of dealers, such as BMW Hakvoort in Münster, Autohaus Mulfinger in Schwäbisch Hall, and BMW Reichold in Bad Vilbel.

Beyond demonstrating the technological advances in car manufacturing, the models on display also illustrated the excellent long-term quality and enduring value that are the hallmarks of this model range in particular, one which has lost none of its significance for the BMW brand to this day.

These exhibitions furthermore underscored the excellent cooperation between BMW, its dealers and the BMW Club scene, for whose involvement and support special thanks are due.

## Obituary

### Mourning Friedhelm Günter

The international BMW club organization mourns the death of Friedhelm Günter, who passed away on 6th June 2003 after a long, serious illness. Friedhelm Günter was one of its most committed and competent members, and he leaves a void that will be hard to fill.

As a member of Germany’s oldest BMW Club in Düsseldorf and as Chairman of the BMW Typenclub International, Friedhelm Günter had since the early

1980s devoted himself in particular to building up the BMW Club Europa e.V. In 1983 he was made its President, a position he held until 1996.

Beyond this, Friedhelm Günter headed the International Council of BMW clubs as its Chairman from 1993 to 1996. For his outstanding services on behalf of the BMW clubs, Friedhelm Günter was awarded the distinction “Friend of the Marque” in 1997.



Friedhelm Günter

## Feature: 30 years of the BMW tower complex

## Trademark gets a facelift

At the end of the 1960s BMW passed the turnover threshold of a billion marks, and the expanding enterprise was in dire need of more space. An increasing number of departments had already been relocated to offices outside the factory complex.

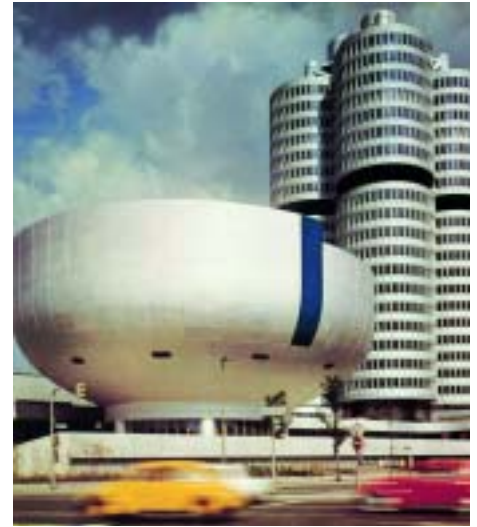
To avoid any further splitting up of the BMW organization, a new head office building was to be erected which would bring the central administrative and planning divisions of the company

together on the complex south of the factory.

Viennese architect Professor Karl Schwanzler won the tender with his design for a striking ensemble of buildings which combined an office tower (the BMW "Four-Cylinder") with a circular museum building (the "museum dish") and a flat functional building. The avant-garde "suspended" high-rise tower had been built from the top down using a specially

devised, innovative hydraulic method and comprises four vertical cylinders in a 22-storey office complex almost 100 metres high.

Thanks not least to its carefully selected exhibits, the new BMW Museum, whose equally striking appearance was designed to repre-



A trademark turns 30: the BMW ensemble.

sent "a continuation of the road within an enclosed space", evolved into a real crowd-puller attracting around 200,000 visitors every year.

After a construction time of less than three years, BMW presented the buildings to the public on 18th May 1973. Even after 30 years, the passage of time has done nothing to diminish the impact of this bold architectural ensemble, at least in terms of its visual impact and the quality of its structural fabric. The interior and technical infrastructure, on the other hand, are in urgent need of refurbishment – a project to be carried out in the next few years and completed by mid-2006.



The sturdy retaining structure has the cylinders firmly in its grip.

## Classics celebrate 70 years of the 2,000 km through Germany

Mönchengladbach. The 2,000 km through Germany rally held this summer looks back on a 70-year tradition. For the anniversary event on 19th July 2003, more than 200 illustrious well-wishers from around the world made their way to Mönchengladbach. On display among them, thanks to the involvement of BMW Mobile Tradition, were once again a large number of models representing the BMW brand.

This "German Mille Miglia" was first staged in 1933 and subsequently almost fell into oblivion until Günter Krön revived the traditional event for classic cars and motorcycles and turned it into a public

success once more.

Special highlights on this anniversary rally through Germany and Luxembourg, which actually covers a distance of 2,525 kilometres, were – apart from the numerous private BMW teams – a 335, a 501 "Isar 12" patrol car, two BMW 507 models, two BMW 328s and a 502 Cabrio, and among the motorcycles a BMW R 62 and an R60/5 with sidecar.

For the four Japanese BMW teams, their involvement in the event must have been a rather novel experience. They mastered the switch to driving on the right as skilfully as they manoeuvred their four-wheeled classics.

The crews of the participating BMW models also attracted a good deal of attention: several motoring journalists and local reporters were able to enjoy a test drive in the BMW 501 "Isar 12" police car as well as a ride on the two motorcycles, while the highly popular TV presenter Jean Pütz looked visibly contented sitting in the BMW 507 next to Jörg-Dieter Hübner of BMW Group Mobile Tradition.

### Further Info:

Further information is available at:  
[www.2000kmdurchdeutschland.de](http://www.2000kmdurchdeutschland.de)

## Events: Ten Years of the Festival of Speed

## Unmissable event for motorsport classics: Goodwood Festival of Speed breaks all records



Unstoppable: the BMW 328 Mille Miglia Touring Coupé.

**Goodwood.** In its tenth year, the Festival of Speed held at Goodwood in southern England remained true to its tradition and once again surpassed all previous records. Attendance figures that have grown from an initial 25,000 to 158,000 enthusiastic spectators, high-calibre personalities from the world of motor racing and an unrivalled gathering of the most successful racing models of every decade of motorsport not only corroborated Goodwood's reputation as a premier international festival for classic cars and motorcycles, but also lent the anniversary event the lustre of a major social gathering.

### 5,000 working hours

More than 5,000 hours of labour had gone into preparing the circuit. No logistical challenge nor financial outlay was too great in the endeavour to turn this festival into a unique experience for everyone involved. Only those who came in the expectation of typical English drizzle and grey skies were disappointed. In glorious sunshine and summery temperatures, the great names of motor racing history swept past wildly applauding crowds in the course of an action-packed day.

The celebrity well-wishers came to Goodwood not merely to honour the

10th anniversary of this event, but also in response to an invitation from the Ford Motor Company, who were using this year's Festival as a stage for their own centenary celebrations.

But BMW, too, provided its own share of number magic. There was the meticulously prepared Brabham BT 52, for example, recalling the company's first Formula One World Championship win exactly 20 years ago. BMW Motorsport had breathed life back into this triumphant racer powered by the BMW four-cylinder turbo engine designed by Paul Rosche, and had flown its former celebrity driver, Nelson Piquet, in specially from his Brazilian home.

It was an emotional reunion of the former dream team, for which other crew members from the 1980s had also turned up: Paul Rosche, Gordon Murray, who had also been "godfather" to the Brabham as chief constructor of the time, as well as other former BMW racing engineers and mechanics.

### High-speed burnouts

But there was a great deal more to come at these anniversary celebrations. Representing the 25-year success story of the BMW M1, Marc Surer – who made his mark racing in the Arrows F1 powered by BMW – took to the track in an M1 Procar. Juan Pablo Montoya's appearance in last year's WilliamsF1 BMW, meanwhile, stood for BMW's current Formula One successes. Spectacular burnouts and a high-speed demonstration run earned the Colombian wild applause and standing ovations from a delighted crowd.

Among the two-wheeled racing models, BMW also lent a special highlight to the Festival. While visitors to the much-frequented BMW Pavilion were able to see racing machines in their original condition as part of a high-calibre exhibition reflecting the proud tradi-



The history of motorcycle racing fascinated present-day racing fans such as Dr. Mario Theissen, head of BMW Motorsport, and BMW WilliamsF1 driver Juan Pablo Montoya.

## Goodwood continued

tion of “80 Years of BMW Motorcycles”, professional racer Helmut Dähne demonstrated out on the track that even the most ancient of two-wheelers celebrating this anniversary had lost nothing of their verve and vitality to this day.

A final, rather unusual highlight of the anniversary festivities was the official handover of a very special birthday present amid the historic two-wheelers in the BMW Pavilion. Holger Lapp,



Fit for racing: the BMW Kompressor.

head of BMW Mobile Tradition, was presented the exclusive gift of a rare prewar BMW Kompressor motorcycle by legendary motorcycle and Formula One world champion John Surtees, who had only recently acquired the model for himself.

In his closing address following the presentation ceremony for all eleven racing classes, the event’s organizer, Lord March, expressed how very satisfied he was with the way this 10th anniversary of the Festival of Speed had turned out.

It was without doubt the best event in the history of Goodwood, said the Earl – and he should know. After all, his own grandfather first brought motor racing to Goodwood in 1936, though at the time the public did not have access to the grounds of the private estate.



Juan Pablo Montoya in celebratory mood.



Sebastian Gutsch on the BMW Kompressor.

## Mecklenburg welcomes classics Mille Miglia-style



Veteran Meeting in Schwerin: perfect conditions.

**Schwerin.** Glorious weather and magnificent historical backdrops turned the 27th International BMW Veteran Meeting in Schwerin from 29th May to 1st June 2003 into an unforgettable experience for around 320 participants, while the hosts and their infectious enthusiasm evoked pleasant associations with the atmospheric Mille Miglia rally held in Italy.

The welcome meal on the terrace of the Crowne Plaza with a lake view gave participants their first taste of the almost Mediterranean atmosphere of the north German city of Schwerin. The next morning provided an opportunity to

investigate its scenic surroundings. Those not obliged to take part in the annual general meeting enjoyed an excursion along the romantically sited Lake Schwerin, a boat ride with the “Weisse Flotte” (White Fleet) and a visit to the historic city palace with its gleaming gold towers.

The highlight of the Veteran Meeting was Saturday’s contest of classics, for which 158 models lined up at the start – from a cherished Dixi and 3.0 CSL to the R 32 and R 90 S motorcycles. The route, which was specially marked with flags, led through the charming old centre of Schwerin across a historic pivot bridge and into the grand palace gardens.

In splendid summer weather, the long line of classic vehicles meandered along a winding country road and past countless lakes to Gross Raden and its excellent Oldtimer Museum. On their stroll through the countryside, classic fans even had an opportunity for a special “elk test” – an encounter with these

animals that run wild in the area made such an impression on some that they could hardly drag themselves away after lunch. Following a detour to Schloss Kaartz, the return route took participants past endless lines of cheering onlookers via Goldenbow and back to Schwerin. The gleaming classics were already eagerly awaited at the city’s market square by hundreds of fascinated spectators, who took the opportunity to chat with the drivers.

The event came to an exciting close at the presentation ceremony for the trials. Those who accurately anticipated their braking distance and skilfully met all the other requirements were in the running for an award. For the rest there were plenty of wonderful impressions to take home along with the vivid recollection of a truly successful event.

### Further Info:

Further information at:  
[www.bmw-veteranenclub.de](http://www.bmw-veteranenclub.de)



**Dates**

Classics are at their most beautiful on the move. To offer you as many opportunities as possible to see your own or others' classics on the road, here is an overview of the most important events in the 2003 classic calendar.



Battling for every point: Silvretta Classic.

July	July 10 – 13	BMW "Almost Heaven" International Rally, Charleston, USA
	July 11 – 13	Festival of Speed, Goodwood, England
	July 19 – 27	2,000 km through Germany, Mönchengladbach – Berlin – Mönchengladbach, Germany
August	August 13 – 17	1st Sachsen Classic, Zwickau – Dresden, Germany
	August 14 – 17	33rd International BMW 507 Meeting, Nördlingen, Germany
September	September 4 – 7	41st Annual Meeting BMW Club Europa, La Roche, Belgium
	September 5 – 7	Goodwood Revival Meeting, Goodwood, England
	September 5 – 7	Lime Rock Vintage Festival, Lime Rock, USA
	September 11 – 14	BMW 02 Festival, Province Zeeland, Holland
	September 12 – 14	Meeting International Council of BMW Clubs, Rottach-Egern, Germany
	September 19 – 21	Passat Meeting in Lübeck, Germany
	September 20 – 21	8ème Trophée Max Persac Meuse, France
	September 26 – 28	BMW E23 Club Meeting Osterode am Harz, Germany
October	Oktober 5 - 10	BMW CCA Meeting, Austin, USA
	Oktober 11 - 12	Veterama Mannheim, Germany
November	November 28 – 30	The BMW Club Hippo Rally, Ilfracombe, Devon, England

**Further Info:**

All internet addresses that have appeared in this Newsletter are listed again for quick reference:

**Events:**

- [www.goodwood.co.uk](http://www.goodwood.co.uk)
- [www.2000kmdurchdeutschland.de](http://www.2000kmdurchdeutschland.de)
- [www.bmw-veteranenclub.de](http://www.bmw-veteranenclub.de)
- [www.silvretta-classic.de](http://www.silvretta-classic.de)

**Clubs:**

- [www.bmw-club-europa.org](http://www.bmw-club-europa.org)
- [www.veterama.de](http://www.veterama.de)
- [www.bmw-mc-luebeck.de](http://www.bmw-mc-luebeck.de)
- [www.bmwmcf.com](http://www.bmwmcf.com)
- [www.bmwe23.de](http://www.bmwe23.de)
- [www.bmw-club.org.uk](http://www.bmw-club.org.uk)

**Various:**

- [www.bmw-mobiletradition.com](http://www.bmw-mobiletradition.com)
- [www.bmw-mobiletradition.com/clubs](http://www.bmw-mobiletradition.com/clubs)



28,000 enthusiasts: Bikers Meeting.