



Council **News**

3/12

BMW Clubs International Council Newsletter



SOUTH AFRICANS ON TOUR IN THE ALPS

**BMW MOTORRAD
DAYS 2012 AND
THE CLUBS**

ANNIVERSARY
25 years BMW Z1

**IMPORTERS
INTERVIEW**
BMW South Africa

Dear BMW Club Members,

The phrase “Ultimate Driving Machine” has a range of meanings. My own ultimate BMW is a 1988 BMW E30 M3, which I use as a track car. A close second is my 1997 BMW E39 540i, which is incomparable on long drives. But my wife Valerie’s ultimate BMW is a 2011 BMW 328xi with automatic transmission and stock suspension, without any turbos, premium sound system, or navigation package. It is what some would call a plain – and hardly ultimate – BMW. But they would be wrong.



What makes a plain BMW an ultimate drive? Everything. All the essentials are there and then some – a wonderful power train, balanced suspension and a driver’s command centre from the front seat that has all the important controls where you want them. The softer suspension makes it ideal for Montreal’s rough city streets, but still quite capable on the backcountry roads of the Laurentian Mountains. And the automatic transmission has three personalities including a manual mode, which gives you full access to a very torquey and fun engine. The full-time four wheel drive? OMG. What a blast in the winter! It is a testament to Bavarian engineering that BMW can deliver this much in such a “plain” package. It is definitely a car with multiple personalities, all of them ultimately satisfying.

Do I enjoy driving it? You betcha? Does Valerie let me do that very often? You better ask her next time you see her.

A few months ago, I was at Chuckwalla Valley Raceway east of Palm Springs, California as the competition steward for a BMW CCA Club Race. It was a very interesting and exciting event that included a race I red-flagged because of the sudden loss of visibility caused by an incoming sandstorm. Corner workers, stewards and most importantly racers could not see beyond 50 feet and finding the corners became an exercise in mental imagery. This desert storm was a first for me in more than 30 years of track events. After the event, I left immediately for the airport a few hours away in Los Angeles, still impregnated with fine sand on my skin and in my scalp. The shower at home much later the next morning was one of the best ever.

Anyway, the local dealer and event sponsor, Brecht BMW of Escondido, just happened to have brought along a special BMW 1-series to the event. And I had the pleasure of driving it both on and off the track. What made this BMW 1-series special? It was one of several hundred all-electric vehicles that BMW NA is currently leasing in select test markets in the USA.

Having driven hybrids and the electric offerings from other manufacturers, I was sceptical about the eBimmer. Boy, was I surprised. Let’s just say that with four grown adults on board we managed to blow by a student’s BMW E36 M3 on the track. The future looks very bright indeed. Maybe the new BMW slogan will be “an electrifying driving experience”? Stay tuned.

Phil Abrami
Vice Chair Automobiles
BMW Clubs International Council

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Publisher
BMW Group Classic

Responsible for contents
Ulrich Arendts

Postal address
Schleissheimer Str. 416,
80935 Munich

Editor-in-chief
Kati Hockner

Picture editing
shot one
BMW Classic

Art Direction
Anne von Koenigswald
shot one

Graphics
Franziska Sporrer
shot one

Copy Editor
Elke Hesse

Lithography
Zehentner & Partner
Munich

VINTAGE BMW MOTORCYCLE OWNERS CLUB CELEBRATES 40 YEARS!

Darryl Richman, Vice President, Vintage BMW Motorcycle Owners Ltd.

Four decades ago BMW changed their motorcycle line in a revolutionary way. The introduction of the /5 series was necessary in order to get BMW back into the game. The Earles fork models (often referred to as the “/2s”) that preceded the /5s had been produced since the mid-50s with only modest updates. The motorcycling world was changing around BMW and threatening to leave them behind. In reaction to this the /5s had very little in common with the /2s. Few parts beyond the “spike” ignition key and the rubber bung for the timing mark hole in the bell housing were retained, so complete was the /5 revolution.

This change, and the need for owners to adapt to it, caused the club scene to take off.

BMW's and BMW dealers were a relative rarity in the US. There were a number of local clubs, but in 1971 and 1972, a national BMW club began to form and take off. The BMW Owners Association started and split into what are now the BMW Riders Association International and the BMW Motorcycle Owners Association. Jeff Dean was one of the founders of the OA and John Harper joined as member #5, which led to the two soon becoming acquainted.

Jeff Dean was already an aficionado of older BMW's and had inspired John to get one. However, it was John Harper who wrote to him in February 1973 suggesting the creation of a national club for classic BMW's. Vintage BMW Motorcycle Owners Ltd. was founded the next month with John (member #1) as President and Jeff (member #2) as Editor. The club grew quickly – or at least quickly for those pre-Facebook times. Membership soon passed 50 and then 100 members. Before the year was out, Jeff was no longer able to maintain editorial duties and Roland Slabon (member #41) stepped in to fill his shoes. However,

Roland managed more than that, serving as Editor (producing four to six issues of the Vintage BMW Bulletin each year) and eventually maintaining the entire club for the next 32 years. He also put on the Mayday Madness rally near his home in New Hampshire. All three have subsequently received BMW's Friend of the Marque award.

In the past decade much change has come to the club. The hand-made black-and-white Bulletin has been replaced with

a full colour quarterly magazine called Classic BMW Motorräder, which has grown to as much as 48 pages and is current President and Editor Jeff Yost's labour of love. The club also has an advanced website, which provides a variety of information covering specific BMW models to books and videos about BMW and its motorcycles. There is an active forum with participants from all over the world and members can create and share photo galleries of their projects. We also publish our magazine digitally on the website.

Vintage BMW Motorcycle Owners has grown substantially and has now reached precisely 1200 members. While the bulk are from the US and Canada, we also have members from places like India, Turkey, Taiwan, Brazil, Japan, Australia and New Zealand. It goes without saying that most European countries are represented as well. We are looking to expand

further in order to be able to capture more advertising in the magazine and publish more information for our eager members. As time marches on, our brief includes a larger number of models because we recognise motorcycles built 25 years ago as having Classic status. This now encompasses the early K models! We therefore need to include additional voices in the magazine and on our website. You can find us at www.vintagebmw.org.



Co-founders Jeff Dean and John Harper in 1972





GOT CURVES? 25 YEARS OF THE BMW Z1

Monique Pooters, Director of Sport & Tourism, BMW Z1 Club e.V.

The BMW Z1 was first presented at the Frankfurt Motor Show 25 years ago. In those days it was ahead of its time – and we were able to demonstrate this once again at Techno Classica 2012. Even today, Club members are asked whether the car is a new prototype!

Only 8,000 of the BMW Z1 were produced. Incidentally, it is the only serial production vehicle ever to have been developed by BMW Technik GmbH!

The car has a number of special technical features that make it unique. For example, the doors retract entirely and the Z1 can even be driven with “open” doors. No other roadster gets you closer to the road.

However, it has many more hidden talents than those that are visible: originally intended as a rolling test lab, aerodynamics had a key role to play in its development. For example, the smooth underbody rises slightly at the rear. This causes the airstream to be directed to a transverse rear silencer with a wing profile, resulting in reduced lift force on the rear axle – without any visible spoilers at all.

What is more, the BMW Z1 was the first vehicle in the world to have all the vertical parts of its plastic outer shell made from injection-moulded thermoplastics. The engine compartment lid, tailgate and soft-top box lid are made from fibre composite materials.

To mark this anniversary, the BMW Z1 Club e.V. organised a special journey from 2 – 9 June. It was a trip on which we celebrated the birth of our “Zetti” and had the great pleasure of meeting several of those who were involved in developing the BMW Z1 at the time and ensured that it did actually go on the market.

We stopped for a week in Starnberg, just outside Munich. During this time we went to Munich and visited BMW Classic, the BMW Museum, BMW Welt and BMW Technik. There were magnificent tours into the Alps, we visited the Automobile Museum in Amerang and savoured Bavarian hospitality and cuisine. Mr. Alexander Pregl, formerly an engineer with BMW Technik, held a talk and showed us a film



on the development of the Z1. We always knew our car was special, but now we know exactly why.

It was a great pleasure for us to organise this event in collaboration with the BMW Clubs International Office and BMW Classic. This gave the 161 participants on our trip many opportunities, including the chance to park their vehicles directly in front of the BMW Museum and pay it a visit. Even the BMW M1 Café at the BMW Museum was renamed for the occasion! For one day it was called the BMW Z1 Café! Another highlight was a visit to the historic BMW Classic vehicle collection.

The programme also included a visit to BMW Technik, where we were given a very warm welcome. We had the opportunity to meet managers and staff, some retired and some still working for BMW Technik just as they did when the BMW Z1 was developed. It was truly fascinating to be able to walk through the premises of BMW Technik, which are otherwise closed to the public. We saw the wind tunnel and were given a guided tour of the development department. There was even a BMW Z1 on show there. It was actually possible to sense the presence of the car – both in the minds of the people and in the drawings on the walls. It was rather like a trip in a time machine. We were speechless. Those who went on the trip gave us extremely positive feedback! We noticed from the reactions of our members and guests just how much they had enjoyed everything.

The absolute highlight was the attendance at our gala dinner by the then Head of BMW Technik GmbH and “father” of the BMW Z1, Dr. Ulrich Bez, together with his wife Martina. We would like to offer our sincere thanks to the staff of BMW Classic and the BMW Clubs International Office, represented by Mr. Ulrich Arendts, Ms. Andrea Sommer and Ms. Ilka Huss as well as the staff of BMW Technik GmbH, represented by Mr. Schindler, Mr. Schub and Mr. Kleidorfer. Thanks also to Mr. Pregl for his excellent presentation and to our guests of honour for attending our gala dinner!

A short film about our event can be viewed at http://youtu.be/_CHJb7Vx_Cs.

It was commissioned by the BMW Clubs International Office. The Z1 has lost nothing of its fascination – even after a quarter of a century! That is something we can also sense in our Club members. All the generations come together here: first-time owners as well as more and more younger members.

The BMW Z1 Club e.V. is international and currently has some 340 members. The majority are from Germany, but many other countries are represented, such as Belgium, France, Luxembourg, the Netherlands, Austria, Switzerland, Spain and the USA.

We like to meet to go on trips together and cultivate friendships. On the technical side, we also provide hands-on mechanics courses for members. You will find tips and tricks on our website www.bmw-z1.de and in our journal. We also arrange the supply of spare parts!



Special guests at the gala dinner (f.r.t.l.): Dr. Ulrich Bez and his wife Martina, Alexander Pregl, Klaus Gersmann and Lutz Janssen

THE CLUBS AT THE BMW MOTORRAD DAYS 2012: A POPULAR PLACE TO BE

Ian Branston, Chairman, BMW Clubs International Council

Reports estimate the attendance of 35,000 in 2012 to have been the largest in the twelve years that the BMW Motorrad Days have been held in Garmisch-Partenkirchen, just south of Munich. Regardless of what attendance records may have been set, BMW Clubs had their best ever Motorrad Days on record! Following the popularity of the BMW Clubs International Council presence in 2011, this year we built on the goodwill of club members and, together with BMW Classic, created a club tent, where representatives of clubs from Europe, USA, South Africa and Australia were all able to meet members of the public and fellow club members alike. The feeling of camaraderie was ever-present and many tales, some true, some less so, were all exchanged in a cordial BMW environment.

Some clubs put in extraordinary efforts to attend the gathering, including 19 members from Beijing, 21 members from Malaysia and 32 from South Africa. In addition to attending the BMW Motorrad Days, these members also took advantage of the excellent weather and roads to tour throughout Europe. Also putting in an appearance over the event weekend were the current President of the BMW Riders Association International (BMW RA) George Nytkas and his wife, the previous President, Debbi Harbour, the Deputy Editor of BMW MOA's Owners News magazine Rebecca Clark, and Tammy and Andrew McLeod from the BMW Club Queensland, Australia.

Judging from the conversations that took place between club members and with members of the public, as well as comments received from participants, having a centralised club presence has proved to be a very popular initiative by the BMW Clubs International Council and one we should continue to build on, especially in light of the fact that in 2013 the event will celebrate the 90th anniversary of BMW Motorcycles.

So, with the 2013 Motorrad Days well and truly in everyone's sights, clubs should now start to promote and plan their own tours to take advantage of the fantastic tour-friendly countryside in the Bavarian Alps and make next year's event a memorable addition to any club calendar. You know you will be more than welcome.



Photo: BMW AG

CLUBS FROM AROUND THE WORLD ACCEPTED OUR INVITATION TO THE BMW MOTORRAD DAYS 2012



1st row: BMW Motorrad Clubs Italia, BMW Veteranen-Club Deutschland e.V., BMW Riders Association International & BMW Motorcycle Owners of America, BMW Clubs Africa
 2nd row: Chairman Ian Branston with Kin One Lee from the BMW Motorrad Club China, Our team in Garmisch-Partenkirchen, BMW Clubs Österreich
 3rd row: BMW Clubs Nederlandse Federatie, BMW Clubs European Federatie, Members of the Council Board at work with Ilka Huss from the Club Office
 4th row: BMW Clubs International Office, BMW Clubs Europa e.V., BMW Club Deutschland e.V., BMW Clubs Australia

SOUTH AFRICANS ON TOUR IN THE ALPS

Ian Verhulp, BMW Motorcycle Club Cape, South Africa

5 – 14 July 2012

I visited BMW Motorrad Days 2011 and really enjoyed the event. While I was there in 2011, I thought that it would be wonderful to experience the event with other members from our club, the BMW Motorcycle Club Cape, based in Cape Town. So, in November 2011, I started planning together with Geoff Russell from our club and we decided to put together a tour for the 2012 event. We thought we would have a group of about eight or so participants, but hoped we would get ten. To our surprise, after sending out the tour information via our club website, we had to close the bookings at 32 participants on 21 bikes. We could not believe the response we received and had a waiting list of about 30 people. Not only did we have our own club members, we also had participants from other parts of South Africa and three from America.

The preparations for the tour were endless: organising bikes, hotels, flights, visas, GPS routes, etc. However, it all went according to plan and before we knew it, the time for the tour had come: we met at Cape Town airport on 5 July 2012 to depart for Munich. When we arrived in Munich, we met the other participants from South Africa, who had flown in from Johannesburg. After greeting each other, we boarded a train and headed for BMW Motorradvermietung in Frankfurter Ring to collect our bikes. We were the biggest hire group they have ever had!

We changed into our riding gear, packed our panniers and were ready to go – but we still had to get used to riding on the right-hand side of the road, as in South Africa we use the left-hand side. Once we had mastered this, we were on our way to Garmisch.

We encountered huge numbers of bikers as we entered the little town of Garmisch. Still a little uncomfortable with riding on the “wrong side” of the road, we avoided bikes, cars, bicycles and pedestrians and headed out of town on our way to the tiny village of Lermoos in Austria (about 20 kilometres further on), where we were to stay for two nights at the Hotel Edelweiss.

After freshening up, we met in the pub and took a bus (thanks to BMW Motor Club Vlaanderen) to the main event and biker party in Garmisch. We all had a wonderful time at the event and enjoyed the Bavarian food and beer.

The next day, we did an outride from Lermoos to Innsbruck and then took a scenic ride back to the main event in Garmisch. We were amazed by Chris Pfeiffer and wondered how much pain it takes before you can ride like that!

On Sunday 8 July, we left Lermoos and headed for Livigno in Italy. We rode via the Reschen Reservoir, up the Umbrail Pass, down the Stelvio Pass and on into Livigno. What a ride it was! Those in the group who still had energy left went on a shopping spree in Livigno. The rest of us prepared for the next day, when we would do the Stelvio again!



“WHAT A FANTASTIC TOUR!”

We started early on Monday, as we had a long day’s ride to Obervellach and most of us wanted to ride the Stelvio Pass again. We did not tell the pillars that we would be doing the Stelvio again – but to our amazement, they all enjoyed it! We arrived in Obervellach and checked in at the Hotel Alpenhof.

On Tuesday 10 July, we headed for Mayrhofen – a really beautiful little village. Our ride took us from Obervellach, via the Grossglockner, which was one of the highlights of the day. This is a must for any motorcyclist who has not experienced it yet! By the time Wednesday came along, we needed a rest day and spent the day relaxing in Mayrhofen. Some went paragliding, others went shopping, and some just slept!

On Thursday, the group did various outrides from Mayrhofen, mainly into Italy. Georg Seldmayr from BMW Clubs Österreich led a group via the Gerlos Pass, the Felbertauern Pass, the Staller Sattel, the Furkel Pass and the Würzjoch, where we had a beautiful view of the Dolomites. One of our group members said that this was the best ride he had ever done!

With our tour nearing an end, we rode into Regensburg on Friday 13 July and stayed in a hotel in the old town. We visited the traditional beer gardens and had dinner in one of the local beer halls.

Having enjoyed the riding part of the tour, we headed back to Munich on Friday 14 July and handed the bikes back. From there we went to BMW Welt and the BMW Museum, where we enjoyed a guided tour. Of course, no visit to Munich would be complete without a visit to Hofbräuhaus, which we did after the Museum.

What a fantastic tour! We enjoyed the BMW Motorrad Days 2012, our tour afterwards, and would love to do it again!



Great mountain passes, stunning landscapes, friendship and good food will be lasting memories of this fantastic tour



LOS CASTILLOS: A SPANISH DRIVING ADVENTURE

Stefan Jacobs, BMW Bavaria Club Belgium

After the huge success of our BMW Bavaria Club Mille Miglia in 2010, we were looking for another European country that would fit our driving needs and provide us with breathtaking scenery, historic settings and of course – we are Belgian, after all – great food and wine.

The most obvious choice was Spain and the route had to be one where no other classic BMW had gone before. We therefore opted to travel from east to west, starting at Cardona Castle and arriving at Zamora, near the Portuguese border – with a 2000-kilometre route map on our laps for the entire journey. Many club members were scared, as they had no idea where they were going. Everybody is familiar with the costas, but this was unknown territory.

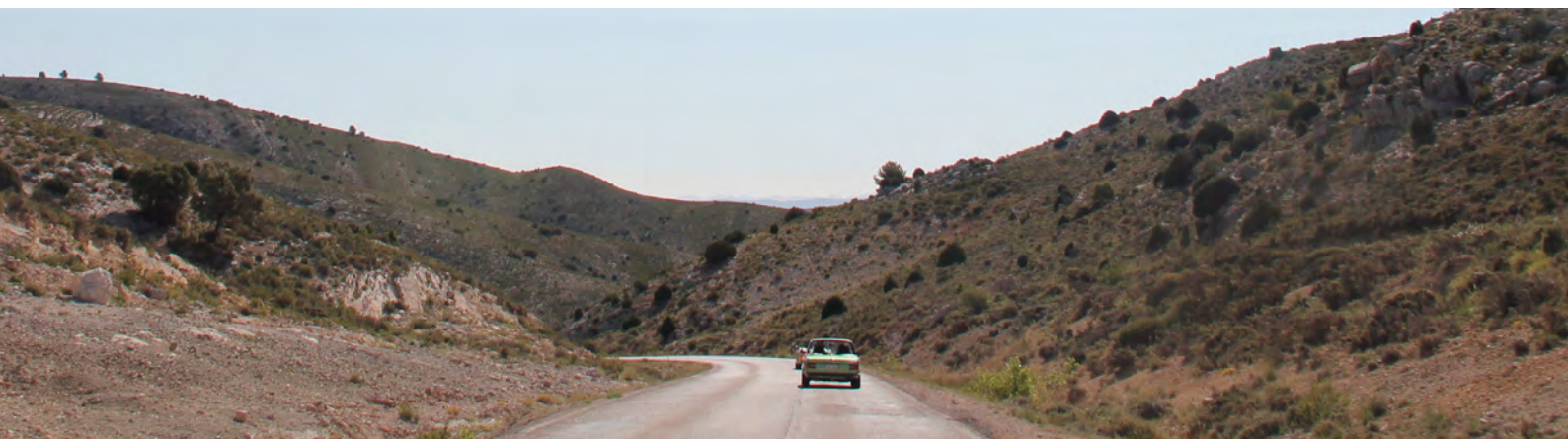
The moment the first cars arrived at the starting point in Cardona there was nothing but smiles. The eleventh-century castle was just one of many we saw during the week and it immediately set the right atmosphere. We held the rally briefing in a courtyard where kings and queens once walked. Each of us had a glass of cava in one hand and a piece of local jamon

in the other, while a traditional Spanish guitar player used his fingers to turn the unique location into something magical.

On Sunday morning at 9:00am we waved the first of 33 participating teams into their starting positions. The previous day it had been 40 °C, but it was now not even half of that. Dark clouds hung over our heads, promising little in the way of a real summer feel. However, we were all eager to drive, nobody cared and so we set off for a day of winding roads and hairpins.

Our first acquaintance with Spanish roads was demanding for both pilots and co-pilots. This was only a low-altitude trip, but when we saw the first cars arriving at the lunch location in Santes Creus, we noticed two things: very happy pilots and very pale co-pilots. You are all familiar with the Stelvio and the 1000 Virages – the first part of our route combined the two. The weather was even worse. We had planned an open-air lunch in front of the monastery, in the historical part of Santes Creus, but it was cold and windy and the first raindrops started to fall. Luckily the mayor of Santes Creus spontaneously opened the courtyard of the sixteenth-century town hall and in this beautiful setting everybody talked about how amazing the Spanish roads are – more of this to follow. The afternoon was less magical, but the sky eventually cleared and our next castle, Alcaniz, appeared on top of a hill. Driving up through the narrow streets was a great way to end our first day of navigating.

After a well-deserved night of rest, we attacked the next stage: Alcaniz to Sigüenza. From A to B there is always a short way, a logical way, and then there is our way.



We had scouted the possible roads for a year and this was the result. After a short liaison, the road started to climb through small tunnels and past mountain lakes on either side, with no traffic whatsoever – pure driving fun for 200 kilometres. There was an hour of single-track road in between villages that was not even on a map, sheep crossing, ruins, overhanging rocks and breathtaking new scenery around every corner. Roads went from one middle of nowhere to the next as if they had been constructed especially for us – all on Formula-1-quality tracks. Thank you, Spain.

We finished our amazing lunch in the town square of Camarillas and set off on a 300-kilometre stage to Sigüenza, north of Madrid. To make this very long stage less “boring” we came up with the idea of changing co-pilots for the first part. New friends were made. Arriving at Sigüenza, which I must say was the most impressive castle on the route, was beautiful. We were able to park our cars inside the castle and even pushed a yellow 1970s-model Baur into the historic throne room where we had dinner.

The Tuesday stage provided us with even higher roads to discover. The Sierra de Guadarrama was the setting for most of the day. Every climb was more enjoyable than the previous one. We saw the cars arriving one by one at the Puerto de los Cotos, at an altitude of 2000 meters, as they finished their final 16-kilometre climb, which comprised entirely of bends and hairpins.

Think it can't get any better? Well, have you ever driven in Africa? Drive from El Escorial to Toledo in the west: it will take you through a mountain range that breaths Africa. It is simply amazing. But 40 kilometres before we arrived in Toledo, the inevitable happened: I had gearbox trouble. I drive an all-original 1968-model 2000. We managed to get it to a garage that shall remain unnamed, where we were literally kicked out – so much for hospitality. However, with a lot of noise, I managed to make it to Toledo. Luckily, Wednesday was a well-deserved day off and the hotel manager found us a small garage around the corner, where we were able to try to fix my problem. Three of our friends/mechanics joined me on Wednesday morning and it took exactly an hour to get the gearbox out, fix it and put it back together. And yes, for two of my friends it was a reason not to go shopping with their wives in Toledo.

Our tour led us through narrow streets and along a single-track road between villages that was not even on a map, past ruins and there was breathtaking scenery around every corner.

On some days the temperature climbed up to 40 degrees. On days like this everyone was happy to take a break for refreshments in the shade.





On Thursday morning we got back on the road – through and over the Sierra de Gredos, the oldest official hunting area in Spain. And what a sight it was! The utterly perfect roads took us up to 2000 meters. Not once, not twice, but again and again. At a certain point, I was waiting on top of a mountain and saw this road winding its way up with those little 1970s stone walls on the co-pilot's side. Looking down I saw a couple of 2002s in bright colours doing exactly what they were built for: Freude am Fahren. The driving fun and scenery lasted until we reached the castle at Jarandilla de la Vera at the foot of the Gredos. We finished our unique day with dinner in the courtyard of the castle, where Charles V spent his final days back in 1555.

Reality really hits you on the last day of driving. We had 400 kilometres to go and the finish line was within reach. I personally did not want it to end. It was the fourth time I had driven this rally, but I wanted it to keep going. This time the roads were not that perfect. The route took us near the Portuguese border, which is a bit of a remote area – not much tourism, no

industry to ruin the scenery and with the occasional pothole to keep your average speed well under 50 kilometres per hour. The highest point on this stage was again 2000 metres. From here you can see endless flat terrain, which seems to go on forever, and you think that is where the fun ends. But think again. You descend towards the flat terrain, drive through a less spectacular part of the route, and suddenly the road drops into a canyon with a bridge at the bottom that has seen more knights on horses than cars. The prevalent cacti would make anybody believe they were in Mexico and not Spain. Navigating through the narrow streets of Zamora towards the last Parador made everybody realise that our Spanish adventure was over. The last intense moment on this rally was the corrida music of the Banda de Musica, who played upon our arrival.

These 2000 kilometres are yet more proof that our old BMWs are up to anything. If you would also like to take part in this adventure next year, send an email to Stefan: stefenkarin@telenet.be

BREATHTAKING SCENERY





PURE GLAS AND BMW: THE 2012 MUSEUM TOUR

UWE GUSEN, President, GLAS Automobilclub International e.V.

From 7 May to 30 June 2012, eight BMW and Hans Glas GmbH vehicles from Dingolfing were on show in the foyer of the BMW Museum

GLAS Automobilclub International e.V. held its second museum tour in July this year. The first participants joined us a day earlier on Thursday 19 July, including Arno Seppänen from Finland, who had a particularly long way to come. The tour then got properly underway on Friday afternoon. BMW Classic gave us access to its non-public collection, which is spread over three floors, and we were able to take a look at a large number of classic cars and motorcycles that you do not normally get a chance to see. Ulrich Arendts, the BMW person responsible for all the officially recognised BMW Clubs, gave the 50 or so participants a very warm welcome.

All the vehicles were presented with plenty of space to spare and there was no sign of the exhibits being cramped together like a storage depot. The racing section alone took up almost a whole floor and there were a number of especially exquisite items here. It is particularly interesting to note that these vehicles are only on show for a little while longer, as the entire building is due to be renovated next year and this process may take a number of years.

After this visit, a small group of us went back to the hotel. We were quite taken aback when the hotel owner showed us to his underground parking lot after dinner and invited us to take a look at his very extensive BMW collection there. What a wonderful surprise it was! There were cars and motorcycles from all eras – a particular highlight being when the owner started the engine of the BMW 328 and we were able to listen to the earthy sound of the pre-war veteran.

On Saturday morning the GLAS vehicles met directly in front of the BMW Museum. There were more than twenty of them, reflecting the wide range of models. It was certainly a sight for sore eyes! Visitors from all over the world gathered round.

After a small champagne reception, we were welcomed by Anna Ilg, head of the special exhibition. She proposed holding a GLAS exhibition in the foyer of the BMW Museum and we were glad to offer our support. GLAS vehicles were presented here from May to July. Those who are aware that BMW Welt and the BMW Museum are the most heavily frequented museums in Munich will have some idea of just how many visitors saw our vehicles.



Jürgen Kraxenberger's brilliant guided tour of his museum



One of the highlights: Parking in front of the BMW Museum

We then visited the BMW Museum. For many it was the first visit since the conversion in 2009 and several were quite astonished at what they saw. However, there are always new things to discover, even for those familiar with the museum. In addition to GLAS there is also a special motor racing exhibition.

After lunch we went to the Kraxenberger Museum. By this time the group had reduced in size, as many had already visited the Dingolfing museums. However, this did not present any problems for Jürgen Kraxenberger and he gave us yet another of his excellent tours. He is able to tell a fascinating story about every vehicle, so the time passes quickly.

The next morning's programme started with a visit to the Industrial History Museum in Dingolfing. Fittingly, Manfred Zitzelsberger picked us up from the hotel in an Isar 12 and took us directly to the museum via a picturesque route. His wife Roswitha was ready and waiting for us and she took over for the tour. The history of GLAS is presented here over three floors with documents and objects from the very beginning right through to the continued operation of the plant by BMW. This was a very special experience for GLAS lovers, as there was

plenty to see, including a number of prototypes. Roswitha Zitzelsberger also provided us with detailed background explanations, which we will all be sure to remember for a long time to come.

All in all it was a very successful event and a great time was had by all.



For more photos of the museums, see our website at www.glasclub.de

Photos: H. Rambold, M. Degler, R. Baur-Krey, A. Seppänen, G. Muschalla, U. Gusen

A VERY SUCCESSFUL EVENT



“GOOD TIME GARAGE PARTY” WITH A SURPRISE!

GOETZ E. PFAFFLIN, President, BMW Vintage & Classic Car Club of America

Gretchen Carroll, Lothar Schüttler’s “other half”, had invited friends and customers to a garage party on 5 May 2012 at their lovely home in Gaithersburg, MD.

Saturday 5 May turned out to be a beautiful, mostly sunny, summery day, perfect for a garden party. By 1:00pm nearly 100 cars – mostly BMWs, of course – were parked on Lothar and Gretchen’s lawn. There were 2002s, other representatives of the Neue Klasse, numerous BMW Ms, several BMW Z8s and an impeccably maintained black BMW 840Ci – a wonderful display of BMW passion, all beautifully arranged under the blue Maryland sky. The guests were greeted by Gretchen and Lothar and very quickly found their way into Lothar’s garage/museum, where his latest restoration project, a one-owner 1958 BMW 502 Baroque Angel, is taking shape. What better way

to spend a lovely summer Saturday than with friends – all of whom are BMW enthusiasts – with free access to Lothar’s fabulous collection of vintage and classic BMWs!

At about 2:30pm Gretchen gathered the assembled guests around a mike used by the oompah band and invited me to say a few words. This gave me the opportunity to surprise everyone present, including Lothar, with the presentation of the Prof. Dr. Gerhard Knöchlein BMW Classic

Award, which was approved by the BMW Clubs International Council at its September 2011 meeting in Berlin.

The Knöchlein Award, which was established in 2002 by the BMW Clubs International Council, honours persons from the international spectrum of BMW Clubs who make an outstanding contribution to the promotion of the BMW tradition by optimum care for their historic BMWs and making them accessible to the public by active participation in events.

Lothar, an active member of the BMW Vintage & Classic Car Club of America (BMW V&CCCA) since its founding in 2004, and in fact a founding member of the National Capital Chapter of the BMW Car Club of America (BMW CCA), has participated in most of the BMW V&CCCA’s rallies, restored numerous collector BMWs and has been recognised with several “People’s Choice” and “Best In Show” awards at national shows, including the prestigious Hilton Head Concours d’Elegance in 2012, the exclusive Saratoga Springs Invitational in 2010, and many others.

It was a great pleasure to be able to present Lothar with the Prof. Dr. Knöchlein BMW Classic Award in recognition of his enormous contribution to the preservation of BMW’s automotive history. Gretchen was happy and Lothar was very moved.



BMW CLUBS ARE PARTNERS

Interview with **Rob Holder**, BMW South Africa

What is your position?

I am the General Manager for BMW Motorcycles.

How long have you been involved with BMW Motorcycle Clubs?

Since joining BMW Motorcycles in 2002, when I started doing after-sales. I was introduced to BMW Clubs by Gunther Meyer and the late Bruce Meyers of Bavarian Motorcycles, which is based in Pretoria.

What do you see as the advantages of having a fruitful relationship with clubs and their members?

In a nutshell, Clubs people are important brand ambassadors for BMW products.

On top of that, our relationship with BMW Clubs Africa and its member clubs has grown even further by us putting together two massive events annually, with them taking on the role of event organiser for us.

Working with BMW Clubs Africa as our partner has been excellent, as it has meant that we are dealing with a group that has the same brand values as ourselves, as opposed to an external company that has different goals.

What do you think is the best way you can support BMW Clubs?

Although we make some allowances in our budget to support the clubs – the best way to do this is to promote and encourage the relationship between dealers and clubs.

The dealer gets access to club members, members gain by having good relationships with the dealer's sales and workshop staff, and also get offered discounts and specials.

An example is the fashion show organised by BMW MCC Pretoria and Bavarian Motorcycles in conjunction with my own staff. Some of the club members were used as models, and by offering great discounts it resulted in record breaking sales in one evening. In fact, more clothing was sold that night than is sold in some dealerships all year round!

What areas, if any, would you like to improve or change?

"The main area would be to further improve dealer/club relationships – again I need to use the Pretoria Club and Bavarian Motorcycles example – by working together (the club has gained a home in the form of a clubhouse hosted at the dealership), and working together on events like the fashion show."

What do you see as the biggest challenge for BMW Clubs in the future?

With BMW Motorrad having 40% of market share in South Africa there seems to be no problem recruiting club members

for the clubs. We saw the revitalisation of the Port Elizabeth BMW Club, as well as the newly formed Bloemfontein and Kimberley BMW Club, which was formed with strong support from the Sovereign Motors dealership.

However, we have a general problem in South Africa in the form of escalating cost of ownership, the lack of concessions for toll roads for motorcycles, and I also believe there needs to be a general improvement in rider safety through awareness campaigns and training.

General comment

Our working relationship with BMW Clubs Africa has gelled in the last few years by working together on our two annual events.

We have created a unique experience with the BMW GS Eco, which in 2011 brought together more than 600 GS riders in a relaxed and social atmosphere celebrating the brand, GS culture and our country. The Eco concept has also resulted in us planting more than 1000 trees to offset the event's carbon footprint.



Photo: Rob taking part in the BMW F800 Cup races held at various tracks in South Africa

In 2012, we again decided to limit the event to 600 paid participants in line with the Eco theme. In four weeks the event was fully booked: three months before it takes place on 18 October!

It has also even been suggested by Heine Faust, Sales and Marketing Director for BMW Motorrad, that I present the concept at the next Motorrad General Manager Conference.

SEPTEMBER

BMW 6er Club Meeting Aachen Area, Germany
14.09. – 16.09.2012, www.bmw6er-club.com

BMW CCA Oktoberfest in Columbus, Ohio, USA
17.09. – 23.09.2012, www.bmwccaofest.org

BMW M Drivers' Club Race Track Training Nordschleife, Germany
28.09.2012, www.m-club.de/veranstaltungen/

OCTOBER

BMW Club International Council Meeting in Ashville, North Carolina, USA
30.09. – 04.10.2012, www.bmw-clubs-international.com

VETERAMA in Mannheim, Germany
13.10. – 14.10.2012, www.veterama.de

BMW Welt Erlebnis-Wochenende, Munich, Germany
20.10. – 21.10.2012, www.bmw-welt.com

NOVEMBER

Night of the white Gloves at the BMW Museum, Munich, Germany
23.11.2012, www.bmw-museum.de