



# Council **News**

4/12

BMW Clubs International Council Newsletter



## INTERNATIONAL COUNCIL MEETING 2012.

**GRAND MEETING  
OF THE LEGENDS**  
at Nürburgring

**BMW CLUB AWARDS**  
Nomination deadline:  
31th January 2013

**IMPORTERS  
INTERVIEW**  
BMW Group Nederland

Dear BMW Club Members,

In the last issue of Council News for the year 2012 I should like to venture a look ahead to the BMW Club highlights of 2013 and also look back on the past year.



The reports in the last Council News impressively demonstrated the globally unique spectrum of activities pursued by BMW Clubs in 2012. Rallies, club meetings, trips and social activities continue to provide the basis for the BMW Clubs, whether for motorcycles or automobiles. Communication between the various clubs within a global context will become increasingly important.

The club magazine finds its way to members and your reports in the Council News reach the entire world of BMW Clubs as well as important departments and individuals at BMW AG. Make use of the exclusive tools available to you as official BMW Clubs and members of the BMW Clubs International Council. Information provided by your members in the Council News is a benefit you are able to offer club friends worldwide through the BMW Clubs International Office. Be sure to make the most of it.

The elaborately redesigned BMW Clubs International website went live at the end of September. The BMW Clubs International Council Guidelines are now available in full here. This website offers a contact channel as well as information on other clubs, details of what the BMW Clubs International Office does and of BMW Classic offers – and you can provide details of events organised by your own club in the event section.

What lies in store for us in 2013? One particular highlight will be the anniversary – 90 years of BMW Motorrad. In collaboration with BMW Classic, an International BMW Club event is planned to take place as part of the BMW Motorrad Days 2013 in Garmisch-Partenkirchen. Save the date – more details to follow in one of the upcoming issues.

Enjoy the end of the 2012 season and the latest reports from the 2012 Council Meeting.

**Dr. Bernhard Knöchlein**  
Vice Chair Classic  
BMW Clubs International Council

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# BMW-MOTORRAD.COM/COMMUNITY

## BE PART OF THE FAMILY – THE BMW MOTORRAD COMMUNITY

**Kati Hockner**, BMW Clubs International Office in collaboration with BMW Motorrad

Launched in 2011, the BMW Motorrad Community is the place for you to meet up with old friends and link up with new ones who are all united by a common passion: motorcycling. The Community is a place where members can create their own profiles, upload their favourite tours and get to know fellow riders from all over the world.

The BMW Motorrad Community is divided into four main sections: Tour Finder, Members' Profiles, Photographs, and Meet and Ride. The Tour Finder allows members to plan and discover exciting tours all over the world. It is perfect for planning day trips or major tours, either in your local area or over long distances. The difficulty can be set to one of three levels: easy, moderate or difficult and options are included for enduro, roadster, touring or sports riders. Members simply enter their home country, the length and duration of the trip or tour and the desired level of difficulty using the search function and the Tour Finder displays a selection of suggested routes.

Community members can, of course, also use the Tour Finder to create new tours of their own. Other Community members can assess these tours by awarding them up to five stars. They can also add their comments and upload images and videos taken whilst testing the route.

With the Meet and Ride function, members can find other motorcycle enthusiasts with similar interests and arrange to meet up for a trip. They can either put together their own tour and invite others to take part or browse through tours planned by other members and join them for a great day out.

The Profile section allows members to present their own images, videos and tips for better riding with fellow enthusiasts, friends or the whole Community. Profile settings can be adjusted to ensure that details are only visible to individually selected contacts. New friends can be found and added easily. They may be people that members have found through the Motorrad Community or existing friends whose data can be imported from other social networks, such as Facebook. Individuals can also join groups or create new groups of their own, set up and manage news feeds, and, very importantly, add details of their motorcycles. Weather reports for the user's region are a useful added extra and even suggest the appropriate BMW Motorrad rider clothing to suit the weather.

The Photograph function allows members to browse images of motorcycles and tours uploaded by other members. Members can, of course, also upload images of their own.





The platform is easy to navigate and provides members with an excellent online experience. The main purpose of the network is not to set up a virtual world for bikers but to attract people back out onto the road, bring together people with similar interests and help people to share their passion and knowledge for motorcycling. Thousands of enthusiasts have already registered with the Community and uploaded innumerable tours.

BMW Motorrad offers all riders of BMW motorcycles a special package to allow them to create their own advert for the BMW Motorrad Community. The package comprises a video, Community icons and a teaser, which fans can place on their own website.

The aim of the promotional package is to attract more riders than ever before to join the BMW Motorrad

Community. Riders who wish to return to the road are welcome to join, no matter what brand of motorcycle they ride. The more riders that join up, the bigger the Community will become, and the bigger the pool of information, images and experiences that are available to be shared will grow.

If you wish to support the Community, you can download the promotional package here, together with an icon to integrate into your own website and a link leading to the Community. To download the package, just click here:

<http://www.bmw-motorrad.com/fascination/download>

There is also good news for riders using the Navigator IV from BMW Motorrad or other devices that process GPS data: all tours can be downloaded from the BMW Motorrad Community in GPX format, and – if technically possible – directly transferred to the navigator. This makes it even easier to try out the best tours.

If you have an iOS or Android smartphone, you can also record your trips with the BMW Motorrad Tour Tracker app and share them with the Community. Find out more about the app at:

[http://www.bmw-motorrad.com/fascination/tour\\_tracker\\_app/](http://www.bmw-motorrad.com/fascination/tour_tracker_app/)

Be part of the family – version 2.0 of the BMW Motorrad Community is now available.

<http://www.bmw-motorrad.com/community>



## BMW CLUB AWARDS – RECOGNITION FOR EXCEPTIONAL ENGAGEMENT

**Kati Hockner**, BMW Clubs International Office

The history of the BMW Group is the story of success of a unique brand. As well as outstanding automobiles and motorcycles, this successful tradition owes much to outstanding individuals and organisations such as BMW Clubs and their members who contribute to this success story with their enthusiasm, know-how and commitment.

To honour this outstanding achievement and extraordinary commitment, the BMW Group and the BMW Clubs International Council have created three awards which are presented every year – the “Friend of the Marque” Award, the “Prof. Dr. Gerhard Knöchlein BMW Classic Award” and this year for the first time the “BMW Club of the Year Award”.

The award **Friend of the Marque** is given to individuals who identify most with the BMW brand, promote it, support it and invest a lot of time and effort to present the BMW brand to the public. They have repeatedly contributed to the success of national and international BMW Club events, rallies and other events that appeal to the public by carrying out careful planning and hard work, making donations or providing facilities.

The **Prof. Dr. Gerhard Knöchlein BMW Classic Award** honours BMW Club members who make an outstanding contribution to promoting BMW tradition by taking perfect care of their historic BMW cars and motorcycles and making them accessible to the public by active participation in events.

The **BMW Club of the Year Award** recognises the exceptional efforts and achievements of a club or umbrella organisation that arranges club-related or social activities that aim to strengthen the relationship with BMW and increase the importance of the BMW Clubs in public.

Every BMW Club can nominate a deserving candidate via their umbrella organisation. With the support of the umbrella organisation they can submit a comprehensive nomination to the BMW Clubs International Office. **The Deadline** for nominations for the current year **is January 31st**.

Detailed information about the awards can be found in Guideline no 6 of the BMW Clubs International Council, which is available as download together with the official nomination forms on the BMW Clubs International Council website: ([www.bmw-clubs-international.com](http://www.bmw-clubs-international.com)).



# INTERNATIONAL COUNCIL MEETING 2012



## COUNCIL MEETING 2012: THE BUSINESS

**Ian Branston**, Chairman BMW Clubs International Council

The 2012 annual meeting of the BMW Clubs International Council took place in Asheville North Carolina from 30 September to 4 October. The annual gathering plays an important role in ensuring effective communication on several levels. The meeting commenced with recognition of some important milestones achieved by some of the clubs, namely the 40th anniversary of the BMW Motorcycle Owners of America and the BMW Riders Association and the 60th anniversary of the BMW Car Club of Great Britain.

Staff from the Club Office provided several reports on activities undertaken over the previous months including Techno Classica, Retro Classics and BMW Motorrad Days. After several months work, the new Council website was launched just prior to the meeting and it was great to see a small increase in the Council's budget for 2012 although this was mostly accredited to the increased club presence at BMW Motorrad Days. Individual delegates reported to the Council on their activities which indicated a general recovery from some of the slow-down of previous years. One of the Council's most important duties is to decide on the winners of the awards presented by BMW and the Council to recognise exceptional service by individual members. 2012 saw the inaugural awarding of the "BMW Club of the Year" Award. As with other awards, all the nominees would have been deserving recipients but there can only be one winner.

This year the BMW Car Club of New Zealand received the award in recognition of their work in conjunction with the NZ Festival of Motor Racing earlier this year which celebrated the 40th Anniversary of BMW Motorsport.

This year also saw two of the Council Board positions come up for election and Phil Abrami (Vice Chair Cars) and David de Bruyn (Vice Chair Motorcycles) were both re-elected. The Council was also updated on arrangements for the 2013 meeting which returns to a European location, in Bled, Slovenia. Tom Plucinsky from BMW North America gave an absorbing presentation on the BMW product range and shared some intriguing facts about how the current client base obtains information. This was particularly relevant to clubs who are constantly looking for ways to acquire new members and the smart phone has certainly changed the way information is obtained.

However, it wasn't all just about meetings and presentations – elsewhere in this issue you will find details about the pre-meeting motorcycle tour and the surrounding social program. These meetings do not happen without a lot of preparation and heartfelt thanks must go to the staff at the Club Office in Munich as well as to Debbi Harbour of BMW RA and Frank Patek of the BMW CCA and their respective teams.



# COUNCIL MEETING 2012: THE BOURBON RUN

**David de Bruyn**, Vice Chair Motorcycles BMW Clubs International Council

Eighteen people representing the USA, Malaysia, Sweden, Denmark, Slovenia, Canada and South Africa joined the Run with 11 BMW motorcycles and 2 BMW automobiles. We had the opportunity to travel +/- 1200 Miles before the Council meeting taking in the Carolinas, Tennessee and Kentucky. The Smokey Mountains, Blue Ridge Parkway, Cherahola Skyway and the Tail of the Dragon (318 bends in 11 miles) and visits to various Bourbon distilleries were all part of the "Sheer Driving Pleasure" experience.

Compliments were plentiful from all the participants to BMW Motorrad North America, Debbi and Mel Harbour and all the people they met on the ride for their excellent hospitality.





# COUNCIL MEETING 2012: THE PLEASANT PART

Barbara Hodges, BMW Car Club of New Zealand



Once again, I was lucky attend the BMW Clubs International Council meeting in Asheville, North Carolina, USA as Gerry was again the delegate for New Zealand. I have been fortunate enough to attend four of these events, including organising the New Zealand meeting in 2010, so I certainly appreciate the work and effort put into coordinating this event.

We arrived at the hotel and it was once again great to see friends and renew old acquaintances as delegates arrived at the hotel. One of the things that I enjoy most about being involved in BMW Clubs is meeting fabulous people and the wonderful friendships that we have formed over the years with people from all corners of the world.

Our first function was held at a fabulous historic and famous American landmark, Biltmore House. This impressive building is set within 8000 acres of grounds and was built between 1889 and 1895 by George Vanderbilt.

Just beyond the entrance in what was once the stables, a newer breed of horse power was standing guard; a fabulous BMW 2002 Turbo and an M1, both belonging to local club members, Fran and Scott Hughes.

The next day was forecast to be wet, but it didn't make any difference to our plans. In cars that had been generously lent to us by BMW North America for the day we set off in a convoy through the Blue Ridge Mountains to Bristol, a town in Tennessee.

Once we arrived in Bristol we drove into a huge stadium, or coliseum could be a better word. Bristol Motor Speedway, where they race Nascars, was our destination and this is the first time I have ever been to such a venue and it was so amazing for me to see such an enormous stadium (seating 160,000). After cruising along the drag way in an old school bus, we ventured into the middle of the coliseum. As I mentioned earlier, it was wet this day, but the rain had eased, so we were lucky to be taken for laps in a Mustang around this track. After we all had a turn in the Mustang and various photo opportunities, we were escorted to the owner's personal corporate box for lunch.

Tuesday dawned looking slightly brighter and all the delegates were heading off to their meeting, so that left the partners to be able to explore downtown Asheville. Deb Harbor had organised a trolley bus tour for us all. This trip

provided us all with the background of Asheville and it was a great way of to get an overview of the whole area. It is a very picturesque town especially at this time of the year with the autumn colours starting to show in all their glory.

Sadly the next day was our final day together, so as the delegates had another meeting session, it was time for me to pack up as we were leaving very early the next day. There was one other treat that the Council had in store for us though – a “mystery tour”. We drove towards Greenville where the BMW CCA has its office, but then continued on towards Spartanburg where there is the huge BMW Factory where all BMW X3 and X5 vehicles are made for the worldwide market.

We finally arrived at the BMW Performance Driving School. I could see many of the guy’s eyes lighting up as we drove in here. It is apparently one of the largest Driver Training venues in the world and it is certainly a wonderful facility. After having a quick introductory session in the classroom, we all headed outside. The group was then split up and we headed towards a fleet of BMW X5s first and then headed towards the off road course. We “followed the leader” through this course and it had a few surprises for me. The one area where the car gets up on 2 wheels only scared me a little bit!!! As we say in NZ, “Yeah right” – Gerry was very cool and calm as I was clinging on to the sides of the BMW X5, terrified that it was going to tip over. Steve, the instructor showed us that by even hanging off the side of it, it really wouldn’t tip over, but I was pleased when we got back on flatter ground!

The next event was doing laps around the small circuit there in about 5 different cars they had for us to use; a BMW X6, 750, Z4, M3, 635 and a 335. I think all the guys thought that the BMW M3 was by far the best car for this, but I really enjoyed the BMW Z4.



The final event was one I enjoyed the most.... a short slalom track was set up that we had to race around, without knocking over any cones. You can imagine how competitive this event was going to be. Gerry drove first and achieved a time of around 23 seconds – then it was my turn. I was delighted with my time of approximately 24 seconds – I won’t share the 10ths of seconds, as that made all the difference, but it was a fun event.

I mentioned that we were leaving early in the morning, at 4:30 am to be precise, so now was the time to say our goodbyes to many dear friends. Once again it was wonderful to meet up again with friends that we have made over the years from many different clubs as well as from the Council Office.

Thank you to Debbie Harbor and Mel for being such charming hosts and of course to Frank Patek and all the staff we met from the BMW CCA for also making us so welcome and sharing their part of the world with a group of like-minded people.

Highlights for me on this trip were... Blue Ridge Mountains, seeing a real “Hillbilly”, climbing up Chimney Rock, enjoying autumn colours in the USA, eating hush puppies, rocking on a veranda in a gorgeous rocking chair, 24 seconds around the slalom track, but most of all enjoying what club life means to me: friendship.



# GRAND MEETING OF THE LEGENDS. EIFEL RACE: JUNE 8-10, 2012

**Text: Stefan Bordt, Editor  
BMW Veteranen-Club Deutschland e.V.  
Photos: Bernhard Knöchlein, Stefan Bordt**



## Saturday, June 9, 2012.

It is 8:30 am and a cool breeze blows through the historic paddock at the Nürburgring. Men in racing suits open the doors of well-worn corrugated metal garages and begin pushing out silver-coloured, early-post-war racing cars onto the sunny parking area, to perform the final preparations for the impending race around the North Loop. Winged wheel nuts of central locking mechanisms are tightened with copper hammers, car bonnets are dismantled and final adjustments are carried out on the in-line six-cylinder engines. In the midst of all this activity, that takes place against a backdrop of the sonorous rumblings and hoarse spitting that racing engines are in the process of warming up, Herbert Freese, stands there with a smile of satisfaction on his face. The ever-active former racing driver and businessman is the initiator of the Meeting of the Legends, an event to which he has invited collectors and owners of racing cars bearing such names as Veritas and AFM as well as the various BMW derivatives of the early 1950s, to mark the occasion of the Eifel Race for the Jan Wellem Cup at the Nürburgring.

A total of 30 participants have responded to the tempting call, with the result that the parking area in front of the drivers' paddock is now slowly but surely filling up with a vast range of rare automobiles. As many as 21 vehicles bear the name of the legendary sports car manufacturer, Veritas. In its day, this manufactory, now only known to enthusiasts and connoisseurs, created the most successful two-litre sports car of the post-war years. The fact that this weekend, 17 of the less than 25 Veritas RS models (replicas included) that still remain anywhere in the world have made their way to the Eifel fully justifies referring to this event as a worldwide sensation. Also present is the prototype of the Veritas Grossmutter, the vehicle that marked Schorsch Meier's debut into the racing car class in Hockenheim in 1948. The Veritas Grossmutter was powered by a converted BMW 328 engine on two overhead camshafts, which is said to have generated a peak power output of 140 bhp.

Two rare Veritas Meteor Formula 2 Monoposti vehicles are also present. The Ecurie Suisse racing team was created especially for the purpose of driving these cars the way they were intended to be driven with four Veritas Meteors entered in the 1950 season. The publisher, Paul Pietsch, celebrated the biggest victory in the history of the Veritas brand when he won the 1951 International Eifel Race at the Nürburgring on a Veritas Meteor, to which he added a further victory championship that same year at the Schauinsland mountain race, in which he secured the German Formula 2 title. Further enriching this already top-class field are three AFM racing cars and a selection of rare BMW 328 derivatives.





From top to bottom:  
In the cockpit with Dr. Bernhard Knöchlein (r)  
Author Stefan Bordt

# A TOP-CLASS STARTING FIELD.

To the great thrill of the racing fans in attendance, the drivers of these valuable post-war racing cars will be putting their vehicles through their paces in the manner that befits them both on the North Loop and on the Grand Prix track of the Nürburgring.

### But first, a look back:

On July 21, 1946, the first-ever German race to take place after the war was held in Ruhstein near Freiburg. The participating vehicles were mainly BMW 328s plus a few converted BMW 328 cars that had been adventurously cobbled together. The event was easily won by the famous Grand Prix racing driver, Hermann Lang, driving a BMW 328 streamline coupé, the winning car from the Mille Miglia 1940. At this time, everyday life in Germany was characterised by significant existential suffering. Among the ruins and the rubble of German cities destroyed by allied air attacks, habitable residences were a rare commodity. The daily food intake of the average citizen was restricted to 1,550 calories. Goods such as bread, butter and sugar were rationed and only available with food vouchers.

And yet public enthusiasm appeared boundless when it was announced that a car race was to take place in Germany once again. And despite the considerable restrictions on mobility caused by restricted fuel availability, a collapsed infrastructure and restricted freedom of movement between the occupation zones, more than 20,000 spectators turned up to line the route of the eight-kilometre-long race track. By the time the first post-war race was held at the Hockenheimring on May 11, 1947, as many as 200,000 streamed into the venue to witness Karl Kling win the event in a Kamm-328 Mille Miglia Coupé from 1940.

Although first presented in 1936 at the Nürburgring, eleven years later, the 328 Roadster was still considered the standard by which all others were measured. But time did not stand still. While the fate of the BMW company seemed uncertain in the wake of destruction, expropriation and disassembly, the technical heritage lived on in the hands of former BMW employees and active racing drivers. The onward development of the BMW 328 followed the 328 Streamline cars, such as those entered by the works in the Mille Miglia 1940.

The two most successful German post-war manufacturers of racing cars based on the BMW 328 were Veritas and AFM. The breathtaking rise and dramatic fall of Veritas in particular perfectly sums up this highly interesting but short-lived transitional phase of the early post-war period up until the mid-1950s. From this point onwards, it was the financially strong works teams that were again beginning to dominate the race tracks.

### Riding the North Loop:

Let us now return to the Meeting of the Legends. All of the participating vehicles have meanwhile found their way onto the historic paddock, including a number of unique vehicles such as the Neumaier BMW, which Hermann Kathrein commissioned constructor Anton Neumaier to build in 1938; the Baum BMW, a self-built Formula 2 car constructed by vehicle towing company owner and racing driver Kurt Baum in 1947 and the Werkmeister BMW produced as a single custom vehicle by Georg Werkmeister in 1952, both powered by a BMW 328 engine.

It is now 10:45 in the morning and the field of cars is moving loudly as it makes its way along public roads to the entrance way of the North Loop in the Antoniusbuche section of the track. After waiting for a while, they are off, with the experienced racing driver Herbert Freese soon leading the field in his AFM Model 50.

The sunlit asphalt ribbon snakes its way through the untouched landscape of the Vulkaneifel region. As Dr. Bernhard Knöchlein's co-driver, this ride is a particular thrill for me. The BMW Bristol engine provides plenty of power to the Veritas RS 52/2 Nürburgring. This is one of the last Veritas vehicles to be made, originating in the late phase of the Veritas company in the former Auto Union pits at the main entrance to the Nürburgring, and originally powered by a Heinkel engine. This marked a return to the birthplace of the RS 52/2. For the crews it meant becoming immersed in a time long forgotten. Ahead of us we



see a whole pack of Rudel Veritas RS models. The unmistakable roar of their BMW 328 engines thunders through the dark green forests of the Eifel. The delicate racing cars of the early post-war years hurry light-footedly around the Eifel track with their aerodynamically shaped pontoon bodies. They still convey a kind of pure and direct driving experience that is far more intensive and impressive than that of modern racing cars, in which maximum concentration and physical effort are demanded from the drivers.

The demanding route of the historic North Loop, with its more than seventy bends and differences in altitude of up to 290 metres, forms the perfect backdrop for recreating the fascination of post-war motor racing. This is just what drivers such as Karl Kling and Helm Glöckler experienced in the cockpits of their Veritas cars and today this historic Eifel race has attracted 200,000 spectators.

After five quick circuits, we return to the historic paddock, where the participants are discussing the event and their experiences with each other and with interested spectators, amid a calm and relaxed atmosphere. The race is followed in the afternoon by a demo run on the Grand Prix course.

I would like to thank Herbert Freese for organising this unique and wonderful event, as well as all the entrants for their participation, and especially Bernhard, for giving me this fantastic opportunity to join him on the North Loop in his Veritas, an experience that I am sure never to forget.



200,000 SPECTATORS.



## INDONESIA CELEBRATES 30 YEARS OF THE BMW E30 WITH A WORLD RECORD JOY IS LASTING

**Irwin Rizki**, Public Relations BMW Car Clubs Indonesia

On Saturday, October 6, 2012 the BMW Car Clubs Indonesia E30 Register organised an event entitled “Celebrating 30 Years of the BMW E30” in Jakarta Garden City, Jakarta, Indonesia. Similar events were also organised in Germany and Spain.

The event was to celebrate the 30th anniversary of the BMW E30 which between 1987 and 1991 was one of BMWs best-selling models in Indonesia.

The anniversary committee organised a range of different concepts for the event such as the BMW E30 PARADE and the BATTLE OF THE LEGENDS.

All BMW E30 owners in Indonesia were able to take part in the BMW E30 Parade which took place along a 5 km route in the Jakarta Garden City area. The aim was to set a new world record for the most BMW E30s in a parade.

The so-called “Battle of the Legends” included a BMW E30 competition as well two fun races – a drag race and an autocross race with two categories: 0–2 litre capacity and 2+ litre capacity.

The event was opened at 8:30 am by the chairman of the committee, Anthonius Gita Prasetyo; the chairman of the E30 Register, Jimon; the president of the BMW Car Club Indonesia, Benhard Sibarani and its founder Gerry Nasution. The opening event was followed by the BMW E30 Drag Race and the autocross races.

Visitors were arriving in droves from 7:00 am making straight for the parking area for the “BMW E30 Parade”. Guests included members of the E30 Register and the local chapters of Bandung, Bogor, Banten, Yogyakarta, Solo, Semarang, Surabaya, Sidoarjo, Malang, Palangkaraya and Lam-

pung as well as members of the BMW E30 Community in Jakarta.

The parade in Jakarta Garden City began at 1:30 pm and took approximately 30 minutes. Once all the participants had crossed the finish line, the committee announced the number of BMW E30s that had participated in the parade and had been counted at the beginning of the parade. The counting was witnessed by representatives of the BMW Group Indonesia.

304 BMW E30s took part in the BMW E30 Parade – a result that coincided with the committee’s aim for the 30th anniversary of the BMW E30. Rapturous applause from all the participants followed Gerry Nasution’s announcement of the result.

This was followed by the presentation of the official BMW E30 Parade Certificates which had been prepared by the committee and were awarded to all participants who had registered 1 month in advance.

The event continued with the presentation of trophies to all winners of the “Battle of the Legends” and placards were given to all attending local BMW E30 chapters and the BMW E30 Community.

Finally, the 30th anniversary committee expressed its pride in the hard work that went into making the event such a great success. The committee also hoped that the event would be noted by the BMW Clubs International Council and that the world record for the BMW E30 Parade in Jakarta, Indonesia would be confirmed.

Well done BMW E30 and a big “Hello!” from all of us at the BMW Car Clubs Indonesia E30 Register to BMW E30 drivers around the world!

For more information about the BMW Car Clubs Indonesia E30 Register please visit

<http://e30register.topdiscussion.com/>



# 40TH ANNIVERSARY. BMW CLUB WINTERTHUR.



## 40 YEARS OF BMW CLUB WINTERTHUR

**Sabine Benz**, President BMW Clubs Schweiz

The moment finally arrived on Saturday October 6th: BMW Club Winterthur celebrated its 40th anniversary.

The BMW Grüze Garage made its workshop available for the occasion. Catering was provided, with croissants, canapés, coffee and other drinks available. Lots of photographs from bygone times were spread across the tables, causing many a smile here and there.

The first vehicles set off on the roadbook trip at approximately 11:00 am. It was a beautiful run, taking us through the Thurgau region and as far as Lake Constance.

We all met up for an extended lunch-time stop en route. Hamburgers were barbecued until everyone had had their fill.

After the meal there was lots of fun to be had with sports and games. In fact there were some particularly fun games which everyone got involved in.

This was followed by a short briefing and then we set off on our trip once again. After just under two hours travelling through the magnificent landscape we arrived at Restaurant Römertor in Winterthur. This is the place where the BMW Club Winterthur was originally founded.

The banquet hall was beautifully decorated and there were great raffle prizes to encourage everyone to buy a ticket.

The food was excellent, and there were of course some musical delights, too from "Werni's Musikanten"!

40 years of BMW Club Winterthur naturally means 40 years of Werner Senn, too. Here are some of the main milestones in his BMW Club career: He attended the first international BMW meeting in Munich in 1966 and never missed another since – well done! And he attended

countless other meetings, too. The BMW Autoclub was then founded in 1972, with the motorcyclists joining in 1975. New statutes followed and the name was later changed to "BMW Automobile and Motorcycle Friends". It was in this year that Werner purchased his famous Baroque angel, the BMW V8 Super 502.

In 1982 the motorcyclists left again and BMW Club Winterthur was established in its present form.

Werner Senn was also one of the very first to be involved in founding today's BMW Clubs Switzerland.

For eight years he was a delegate to the BMW Club Europa e.V. and in 1996 was the much deserved winner of the "Friend of the Marque" award presented by the BMW Clubs International Council. For 10 years now, the fortunes of the club have been in other hands.

On behalf of everybody here, I would like to thank the Board and President Ursula Weidmann's assistants for this superb event!

## BMW AND THE CLUBS – A WIN-WIN SITUATION

Interview with **Mark Loojenga**, BMW Group Nederland

### What position do you hold?

I have held the position of Product Communications Manager at BMW for several years now and for the last five years this has included looking after the BMW Clubs in the Netherlands.

### What, from your point-of-view, is the role of the BMW Clubs?

Members of BMW Clubs are important brand ambassadors, both with respect to the outside world and within the club scene itself. The positive atmosphere in the clubs would not be possible without the members' enthusiasm for their activities.

### What would you say are the benefits of maintaining constructive relations with clubs and their members?

As a premium brand, BMW attaches great importance to its history and provenance. That is why we make the most of classic vehicles loaned to us by club members for club events. Not only are the owners then justly proud but it is also extremely exciting for visitors. We also occasionally use cars or motorcycles from the clubs for press purposes. Conversely, we also support clubs by supplying them with the latest products and marketing articles for use in their events. Moreover, club members who own classic vehicles enjoy special benefits when purchasing spare parts. In this way, we are playing our role in ensuring that as many classic BMWs as possible can be seen on the roads in their original condition.

### What kind of cooperations do you have with BMW Clubs in Holland?

We maintain close contact with clubs. In general, we support them with both funding and publicity materials. We are also happy to pass on any unused documentation, such as sales literature that we no longer require, to enthusiasts in the clubs. We also provide advice and support to clubs organising events.

### What do you think is the best way of supporting the clubs?

The best way of providing support is via the central umbrella organisation, the BMW Clubs Nederlandse Federatie (FNBC) to which all the official BMW Clubs in the Netherlands belong. The umbrella group takes care of the clubs and decides how our sponsoring is utilised. Only clubs recognised by the FNBC are permitted to use the BMW Logo within the BMW Club CI. We meet at least once a year through the club community for a status meeting to allow us to keep up to date.



### Is there anything that you would like see improved or changed?

We are quite satisfied with the current situation with the FNBC as a central point of contact. As far as internal willingness for cooperation is concerned, it would be good if there were more representatives from the various clubs taking part in the meetings of the umbrella organisation. This is what we, together with the FNBC, are attempting to achieve, and we have already made a certain degree of progress, but it is a difficult process. Moreover, the online appearances of the clubs are somewhat disparate and not always 'BMW-like'. However, the clubs are currently restructuring their websites together with us, to give them a more consistent BMW Club design.

### What would you say are the greatest challenges facing the clubs in the future?

The two key words that occur to me straightaway would be: continuity and professionalism. Since all those performing a club function regard their activities as a hobby, for which they almost without exception devote their leisure time, there is always a danger of emotion standing in the way of sensibility. This means that continuity and professionalism sometimes suffer. Ensuring that a club is able to present itself in a consistently professional manner often requires adopting a sense of proportion.

INTERVIEW



## NOVEMBER

Night of the White Gloves at the BMW Museum, Munich, Germany  
**23.11.2012, [www.bmw-museum.de](http://www.bmw-museum.de)**

## JANUARY

Annual General Meeting of the International BMW Classic and Type Club Section  
**18.01. – 20.01.2013, [www.bmw-clubs.org](http://www.bmw-clubs.org)**

## MARCH

Retro Classics, Stuttgart, Germany  
**07.03. – 10.03.2013, [www.messe-stuttgart.de/retro](http://www.messe-stuttgart.de/retro)**

Techno Classica, Essen, Germany  
**10.03. – 14.03.2013, [www.siha.de](http://www.siha.de)**

Working Meeting of the Council Board, Cape Town, South Africa  
**21.03. – 27.03.2013, [www.bmw-clubs-international.com](http://www.bmw-clubs-international.com)**

## FURTHER HIGHLIGHTS 2013

International BMW RA Rally, Asheville, NC, USA  
**20.06. – 23.06.2013, [www.bmwra.org](http://www.bmwra.org)**

BMW Motorrad Days, Garmisch-Partenkirchen, Germany  
**05.07. – 07.07.2013, [www.bmw-motorrad.de](http://www.bmw-motorrad.de)**

BMW MOA International Rally, Oregon, USA  
**18.07. – 21.07.2013, [www.bmwmoa.org](http://www.bmwmoa.org)**

49th BMW Clubs Europa Meeting, Bled, Slovenia  
**29.08. – 01.09.2013, [www.bmw-clubs-europa.org](http://www.bmw-clubs-europa.org)**

BMW Clubs International Council Meeting, Bled, Slovenia  
**14.09. – 18.09.2013, [www.bmw-clubs-international.com](http://www.bmw-clubs-international.com)**