



# BMW Clubs' **World** 4/13

BMW Clubs International Council Newsletter



## 90 YEARS OF BMW MOTORRAD

FROM MALAYSIA  
TO THE BMW  
MOTORRAD DAYS

INTERVIEW WITH  
EDGAR HEINRICH,  
BMW MOTORRAD DESIGN

INVITATION TO  
THE ROUTE  
DES GRANDES ALPES

## DEAR BMW CLUB MEMBERS,

As 2013 draws to a close, this edition of Clubs' World features how our clubs and BMW have celebrated the 90th Anniversary of BMW Motorrad. If you haven't yet taken the time to celebrate it – please take time out to read this edition with a cold beverage of your choice – preferable with fellow club members. And pass it on – we want as many people as possible to celebrate with us. Allow me then to thank all of those that contributed to this edition, and specifically Kati in the Club Office who made this possible.

Bob Dylan's song "The Times They Are A-Changin'" has been playing in my head over the last month or two, and the lyrics remind me that "Your old road is rapidly aging, please get out of the new one, If you can't lend your hand, For the times they are a-changing".



The 2013 Council Meeting saw us saying "Auf Wiedersehen" to our leader - Ian Branston – who served the Council for 17 years, including 4 years as Vice Chair Cars and the last 10 years as Chair. Ian has decided to vacate the Chair seat for new beginnings in Greenville, USA – which includes a new family, a new home and a new role in the BMW CCA Foundation. **Ian, Lindsey – we all wish you well – until we meet again!**

With change there is also the "new one" – and we are privileged to welcome Matz Rosenquist to the Council's Board, as the new Vice-Chair Motorcycles. Matz is well known to many of us – as he is also the President of the BMW Clubs European Federation. **Matz – welcome on board!**

It is a great honour for me to be asked to serve as Chair and it is a great privilege to continue serving the Council and its members. I'll do my utmost to leverage all the experiences and learnings of the last seven years – and continue working with the delegates, the Board and BMW Classic to keep improving the BMW Clubs world.

There are many challenges ahead – for example, the impact of social media and more specifically, the way BMW is using it via the BMW Owners' Circle and BMW Communities requires serious review and the clubs will have no choice to re-align themselves with these.

Another is how to ensure the relevancy of the Council and its member clubs to its members and the bigger BMW community, which requires the Council and its member clubs to constantly re-examine themselves in order to ensure the relevancy of the Council and its member clubs for its own and the bigger BMW community, including its relationship with BMW AG and its subsidiaries.

In order to move with the times as they are a-changing, the Board – Bernhard, Matz, Phil and I – together with the delegates and the observers from the Council will require all the support the members can muster, and I look forward to meeting many more members and working with you to take up this challenge.

The first verse of the song that speaks to me most is "Come gather 'round people, Wherever you roam, And admit that the waters, Around you have grown, And accept it that soon, You'll be drenched to the bone, If your time to you, Is worth saving, Then you better start swimming, Or you'll sink like a stone, For the times they are a-changing!"

I also would like to wish all of you the best for 2014 – may you only have joy with your BMW!

Yours faithfully

**David de Bruyn**  
Chairman  
BMW Clubs International Council

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# THE HISTORY OF BMW MOTORRAD. 1923 – 2013.

A pioneering spirit, ingenious designs and an unflinching determination to take on the competition in the sporting arena – these are the **success factors** which, over the last 90 years, have made BMW Motorrad what it is today: a brand you never stray from once you've experienced it.\*

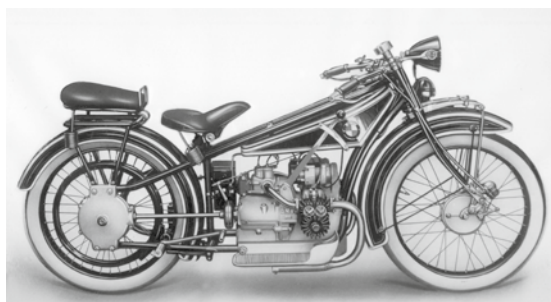
## 1924

Still in the first year of production, BMW and Franz Bieber win the first German Championship, immediately establishing BMW as one of the leading players on the motorcycle market. BMW continues to win the title in the prestigious 500 cc class in unbroken succession until the end of the decade.



## 1923

At the Berlin Motor Show on 28 September 1923, BMW unveils its first motorcycle built completely in-house, the R 32 designed by Max Friz. The overall concept, featuring a boxer engine, shaft drive and double-loop frame, proves an instant success. The magazine "Der Motorwagen" considers it "the high point of the motorcycle show".



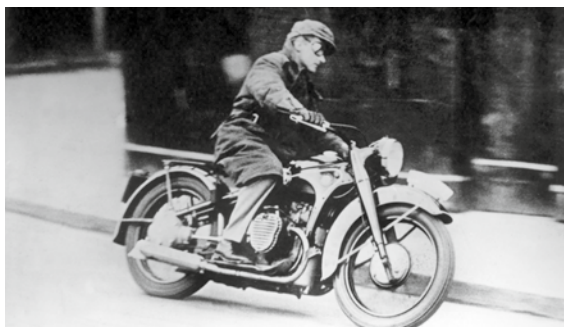
## 1929



Ernst Henne achieves the first world speed record for BMW, setting a best mark of 216.75 km/h. He goes on to improve his record on several occasions, achieving an incredible 279.5 km/h by 1937. BMW successfully uses the slogan "The world's fastest motorcycle" until 1951, when the record was finally beaten.

## 1935

BMW becomes the world's first manufacturer to present a hydraulically damped telescopic fork, still the most common front fork in motorcycle design. It results in a previously unparalleled level of ride comfort in the R 12 and R 17.



## 1939

Georg Meier, the 1938 European Champion, crowns his career by winning the Senior TT on the Isle of Man. It is the first victory in this event for a foreign rider on a non-British machine.

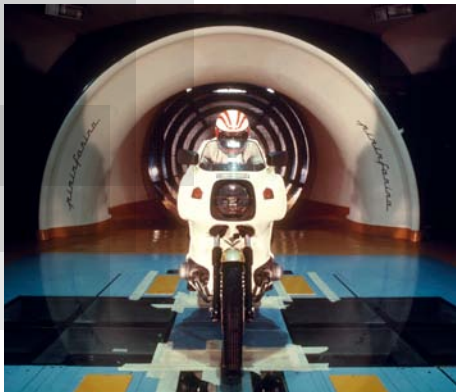


# INNOVATIONS PAVE THE WAY. 1948 – 1983.

The R 50 and R 69 models herald the era of the full swing-arm models at BMW. At the same time, it marks the start of a motorcycle crisis that will take hold for 15 years and spell the demise of many German and European manufacturers. Although the crisis is also felt at BMW, the company is able to hold its market share thanks to rising exports and stable public sector business.



**1955**



Reg Pridmore wins the American Superbike Championship riding a BMW R 90S. It is the first staging of a race series bearing this name. The R 100 RS becomes the first motorcycle presented by BMW to feature a full fairing developed in a wind tunnel.

**1976**



With the K 100 series, BMW presents its first four-cylinder models to feature electronic engine management and direct petrol injection, heralding a new era in motorcycle history.

**1983**

**1948**

Post-war production starts up again in Munich with the BMW R 24. Prior to this, BMW had kept business going by manufacturing everyday items such as cooking pots and construction hardware, as well as by carrying out repairs for the US Army.



**1969**



With production start-up of the /5 series, motorcycle production is transferred completely to Berlin. With the crisis over, the motorcycle is no longer simply a means of transport, but also a popular piece of leisure equipment.

BMW establishes the long-distance enduro segment with the R 80 G/S. Its off-road capabilities are put to the test at the Paris-Dakar Rally between 1981 and 1985, with two victories each for Hubert Auriol and Gaston Rahier.

**1980**





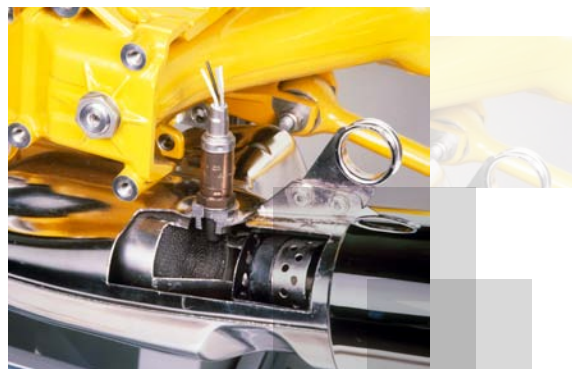
# MOTORCYCLING AS A WAY OF LIFE. 1988 – 2013.

**1988**



BMW presents the world's first motorcycle ABS and remains to this day a pioneer in this vital safety technology.

BMW is the world's first motorcycle manufacturer to offer a closed-loop three-way catalytic converter for exhaust gas after-treatment. In 2000 BMW is also the first manufacturer to equip the entire model range with this most efficient type of exhaust gas aftertreatment.



**1991**

**1993**

BMW completely overhauls the boxer engine: now featuring four-valve technology, digital engine management and a completely new Telelever suspension, the R 1100RS launches a new boxer era. The F 650 entry-level model is the first BMW to be presented with chain drive.



**2005**

BMW presents its first in-line twin-cylinder. The two new models in the BMW line-up are the F 800S and F 800ST.



**2010**

BMW unveils its first six-cylinder models: the unit in the two touring models, K 1600 GT and K 1600 GTL, surprises the experts with a build-width of 560 mm and weight of just 102.6 kg. The optionally available adaptive headlight is a world first.



BMW Motorrad celebrates 90 years. In addition to three special editions, the anniversary is marked in the showrooms by a new generation of the best-selling R 1200 GS.

**2013**



# NEW MOVIE BY BMW CLASSIC: “A WAY OF LIFE”

Celebrate 90 Years of BMW Motorrad.

Stacie, Arnd and Eric – the new film “A Way of Life” has been created as part of the **Bimmerstories.la** website. On the occasion of BMW Motorrad’s 90<sup>th</sup> anniversary, the film showcases three die-hard BMW fans and their historic BMW bikes. Atmospheric and realistic.

watch the movie at [www.bimmerstories.la](http://www.bimmerstories.la)



## 1962 BMW R 60/2 “Childhood memories”

Eric / 1962 BMW R60/2



## 1969 BMW R 60 US “It’s priceless”

Stacie / 1969 BMW R60 US



## 1939 BMW R 35 “The bike is a work of art”

Arnd / 1939 BMW R35



# THROUGH 10 COUNTRIES TO THE BMW MOTORRAD DAYS.

Minesh Doshi, President BMW Motorrad Club of Malaysia



For the first time, after 2 previous years of using an event organiser, BMW Motorrad Club of Malaysia organized its own trip to the BMW Motorrad Days 2013 in Garmisch-Partenkirchen, at the invitation of BMW Classic and the Board of the BMW Clubs International Council. It was mammoth task as we are located on the other side of the world. Logistics and paperwork were a nightmare. But we pooled our resources and made it happen. This was partly sponsored and fully supported by BMW Malaysia, with whom the BMW Motorrad Club of Malaysia has a very strong partnership.

record of  
**24**  
bikes



This year, for the first time we had a record of 24 bikes and 37 participants. These 24 bikes were shipped to Istanbul, Turkey and the riders and pillioners flew into Istanbul a few days before the official ride started to familiarise themselves and enjoy some sightseeing.

Our journey began with collecting the bikes from Istanbul port and riding to Bulgaria. From there we proceeded to Romania and spent 2 nights there, including the world-famous Transfagarasan Pass. From Romania we head to Hungary where we also headed the EU. So no further passport controls were required for our onward journey to Austria and beyond.

In total we rode through 10 countries and crossed over 20 passes, all in 25 days. The highlight was most certainly the visit to BMW Motorrad Days in Garmisch-Partenkirchen. This year is significant as it is the 90th anniversary of BMW Motorrad. We had such a sense of accomplishment as we rode our own bikes into Garmisch. BMW Motorrad Club of Malaysia was the ONLY group to be officially welcomed in the main arena with local German TV covering the event.



# INVITATION TO BMW MOTORRAD DAYS 2014.

Over the last few years, Clubs from all over the world have found a new home within the BMW Classic tent at BMW Motorrad Days, where they have been able to find Club stands with Club representatives from all over the world talking about and promoting their BMW Motorrad Clubs.

The pattern set by BMW Motorrad Club of Malaysia organised by Minesh Doshi has also been followed by Clubs from Africa, America, UK, Italy, and more. For 2014, all these clubs are already planning tours covering a variety of options in Europe e.g. the Grossglockner (the highest Alpine peak in Austria), Bled and its famous castle in Slovenia and some of the most stunning roads through the Austrian Alps, Croatia's coastal road and the Italian Dolomites. The focal point of all these tours is Garmisch-Partenkirchen in the south of Germany, where BMW Motorrad Days is scheduled to take place on **4th to 6th July 2014**.

To all the Umbrellas and Clubs – please start planning, as by popular demand we would like you at the BMW Classic tent to represent your Umbrella or Club. (Note: as there is limited space available, preference will be given to European Umbrellas first, non-European Umbrellas next and then European Clubs, etc.) More importantly, why not arrange your own tour and bring your members to BMW Motorrad Days in 2014 for the biggest BMW party in the world – **4th to 6th July 2014** – we hope to see you there!

Yours faithfully

**David de Bruyn**  
Chairman

BMW Clubs International Council



# 90<sup>TH</sup> MOTORRAD BIRTHDAY CELEBRATION IN PORT ELIZABETH, SOUTH AFRICA.

**Ian Hetherington**, Chairman BMW Motorcycle Club Eastern Cape

Here in Port Elizabeth it is easy to convince folk to have a party and when you combine the event with their interest in motor cycles, it becomes a high octane affair. OK! So now we have an idea to have a 90<sup>th</sup> birthday bash, the next part is to make it happen. All credit must go to the club's standing committee, Renatha Wedderburn, Mandy and Gavin Daniels, Martin Verral and Joel Epstein who gave it 100% backing all the way.

The Saturday morning sunshine greeted the bikers as they gathered at BMW Continental. The crowd just got bigger and bigger, I guess we had about 200 bikes parked up. At about midday the mass of bikes started the ride out to the German Club, approximately 10km away. We had some serious competition for the Concourse d' elegance. Volker Schroer had the very difficult task of choosing a winner, which eventually went to Gordon Collett for his 1959 BMW R26. The other category winners were for the Dirtiest GS won by Trevor Williams – BMW 1200GS. The Oldest Bike category was won by Volker Schroer – 1954 BMW R67/2 with side car. And lastly the Chairman's Prize went to Mr. Liebenburg – BMW K 100RS, who won because his sheer determination to keep the bike going and the amount of smoke. In reality all who turned up were winners, as everyone's bike is special to them.

The vibe and chat going on the lawn at the German Club shows what makes biking unique. We had a special collection of GSs ranging from the first 1982 BMW R80GS up to the latest water-cooled 1200GS and 800GS Adventure. Amongst the collection of bikes on display was Gert Vermaak's BMW HP2 Sport, which I had the privilege of riding to the event. The premier event of the day was the gala dinner and party later that evening. The hall was decorated magnificently in BMW colors, even down to the last detail of the BMW Club menu card. Well done Renatha and Mandy.

The display of magnificently turned-out classic BMW bikes at the reception set the tone for the quality of the evening to come.

The German Club presented a fine 3-course dinner. During the course of the evening we had the prizegiving for the afternoon events. A special word of thanks was given to BMW South Africa and BMW Continental for their assistance in sponsoring the event.

below: from left Roger Smith, Des Soutar from BMW Continental, Lana Soutar, Joel and Michelle Epstein and Ruth McCall



about  
**200**  
bikes



# THE ROUTE DES GRANDES ALPES: 3 DAYS OF BEAUTIFUL ROADS, BENDS, PASSES AND FRESH AIR.

Jean-Charles Harle, President BMW Moto Club Monaco



The BMW Moto Club Monaco was born in 2011 thanks to the willingness of some BMW motorcycle enthusiasts from the Moto Club Monaco. The Moto Club Monaco, affiliated to the FIM (International Motorcycling Federation) is the national federation of motorcycling of the Principality of Monaco which is the second smallest state in the world after the Vatican. 35,000 people reside in the Principality of Monaco in an area of just 2 square kilometers.

Currently, the BMW Moto Club Monaco has 35 members. The activities are mainly oriented towards tourism and motorcycle trips. The Club invites you to follow the "Route des Grandes Alpes", a two-and-a-half-day trip through the French Alps. The "Route des Grandes Alpes" crosses 684 km of the French Alps from north to south via 16 mountain passes, including 6 that are over 2,000 meters high. It starts from Thonon-les-Bains (Lake Geneva) to reach Menton (the Mediterranean, near Monaco), a total of 15,713 meters of climbing.

This year, to go to the FIM Rally 2013 in Epernay, we chose to do the "Route des Grandes Alpes" in the other direction, from Menton to Thonon les Bains. A small group of 4 bikes (a BMW R 1200 GSA, a BMW R 1200 R, a BMW K 1300 S and a non BMW motorcycle) did this trip.

Sunday, July 14, 9 a.m. – we took a picture on the shores of the Mediterranean in temperatures of 28 degrees, then rode out of Menton. We set off up the Col de Castillon, Sospel and the famous Col du Turini. Then we made a variation from the original route that passes through the Col de la Couillolle, Valberg and Col de la Cayolle, via the Col de la Bonnette (2715 m). Then we took the original Route des Grandes Alpes until its end. This allowed us to go through the Col de Vars (2108 m), Col d'Izoard (2,360 m), Col du Galibier (2645 m), Col du Telegraphe (1566 m), Col de l'Isèran (2770 m), Cormet de Roseland (1968 m), Col des Saisies (1650 m), Col des Aravis (1486 m), Saint-Jean-de-Sixt (963 m), Col de la Colombière (1613 m) and Col des Gets (1170 m). Tuesday, July 16 in the early afternoon we finished the "Route des Grandes Alpes" arriving in Thonon les Bains. Then we continued our journey to Epernay, but the road was not so much fun.

The first night was spent in Molines en Queyras between Col de Vars and Col d'Izoard. The second one was in Notre Dame de Bellecombe between the Col des Aravis and Les Saisies.

This trip can be done in 2 days with a single night, with more time on the road and less time for photos. Our advice is to do it in three days with two nights.





**COL DE LA BONNETTE** of course we had to take the road to the summit of la Bonnette as it is the highest paved road in France (2802 meters at the top). The highest paved road in Europe is the Ötztaler Gletscherstraße in Austria, a toll road which climbs to an altitude of 2829 m.

Gentle green view at **COL DE VARS** and a bar at the top to have a break in the sun.

**COL DE L'IZOARD** A beautiful memory with a nice climb through the trees and a lunar landscape called "Casse Deserte." The Tour de France has crossed this Col 33 times, so the road is in perfect condition.

The **COL DU GALIBIER** is another mythical pass on the Tour de France route, and the race has crossed it 59 times. From the road there are breathtaking views of the surrounding glaciers. Do not take the tunnel at 2556 m but continue up the pass to 2642 m to enjoy the breathtaking panorama.

**COL DE L'ISERAN PASS** The highest pass in the Alps at 2770 meters. Once again from the top we had beautiful views of the glaciers and wonderful fresh air.

A beautiful climb in a different setting from the previous high cols. **CORMET DE ROSELEND**. It's both sweet and wild.

We had to stop at the charming little chapel on **COL DES ARAVIS**.

If you like motorcycling, then you love mountain roads and passes. And if you enjoy the mountain roads and passes, then you will love the "Route des Grandes Alpes". If you have not yet done the "Route des Grandes Alpes", Alpes", now you will be dreaming of it. An intense 3 days of beautiful roads, bends, passes and fresh air! The "Route des Grandes Alpes" is designed specifically for our BMW motorcycles!

Follow us on Facebook: <http://www.facebook.com/BMWMotoClubMonaco>







above: at the company's open day  
left: Mark and Esther Huggett

## FROM THE WORLD'S FIRST BMW CLASSIC MOTORCYCLE DEALER.

**Sabine Benz**, President BMW Clubs Schweiz

I recently read a magazine article about a man by the name of Mark Huggett. He was born in Nyasaland, now known as Malawi, in Central Africa. Mark had first come into contact with BMW in 1973, when his father bought himself a BMW R27 from the year 1962. He was immediately fascinated by its engineering and its mechanics, and he soon started to read up on the subject. It was not long before he was entrusted with the bike's maintenance and cleaning, a step that sealed his passion for BMW motorcycles.

In 1976, tragedy struck, when the motorcycle was stolen, and it would be a whole year until the bike finally reappeared. It was found beneath an old rug, muddy, rusty and with burn marks. Mark took it to his bedroom and immediately set about restoring it. He obtained a BMW spare parts catalogue together with a German-English dictionary to assist him. Six months later, he was successful, and the gleam of the R27 was finally fully restored.

Mark Huggett joined the BMW Club South Africa, even rising to become its president, aged only 22. He shared the position with a friend, splitting the post into separate car and motorcycle divisions. He also established the 'Beemer' magazine. He continued to run his hobby workshop on the side for overhauling engines and gearboxes, sometimes even to order from official BMW dealers.

It was during his trips to Europe that he came into contact with other specialists, which gave him many useful opportunities to

expand his knowledge. In 1982, he visited the BMW Archive in Munich, where he also built up a number of important contacts. There were a number of factors that contributed to Mark Huggett's decision to move to Switzerland in 1985, where he first lived on a farm.

Alongside the various stops in his working life, he always continued working in his hobby workshop. He bought and sold BMW Motorrad parts, buying them from Germany and reselling them in Switzerland, mostly at flea markets.

In 1995, he and his partner, Esther, moved into a farmhouse, but shortly afterwards he became unemployed. So now what to do? As an interim solution, he set up the company, Mark Huggett GmbH. In addition to her work with MBT, Esther became the general manager of the new company, responsible for its organisational side. The company was awarded a BMW consultant contract and also became an official BMW supplier. In 2000, Mark Huggett GmbH became an official BMW Mobile Tradition dealer.

Eventually, I discovered that I had been living no more than 10 minutes away from the world's first BMW classic motorcycle dealer, and I didn't even know!

In January of this year, the company moved to its new address, a wonderful building that is even more wonderful on the inside. Mark Huggett has since retired from active club life, but he is still a member of the BMW MOA!

# POINTING THE WAY AHEAD FOR BMW MOTORRAD.



When **Edgar Heinrich** returned from a posting in India to head up the design team at BMW Motorrad in Munich, it was a happy homecoming for a motorcycle enthusiast whose BMW career started back in 1986.

## Mr Heinrich, how did you join BMW originally?

I knew when it came to choosing a subject for my thesis to complete my design studies it had to be the motorcycle. And since BMW promised backing, I decided to design a BMW with an entirely new concept for a younger market: positioned in what was then the 27 hp class, pressed-steel frame, belt drive, storage, adjustable ergonomics and an entirely new design approach for the day. The BMW top brass seemed to find my original-scale model OK, since they offered me a job which I took up in 1986.

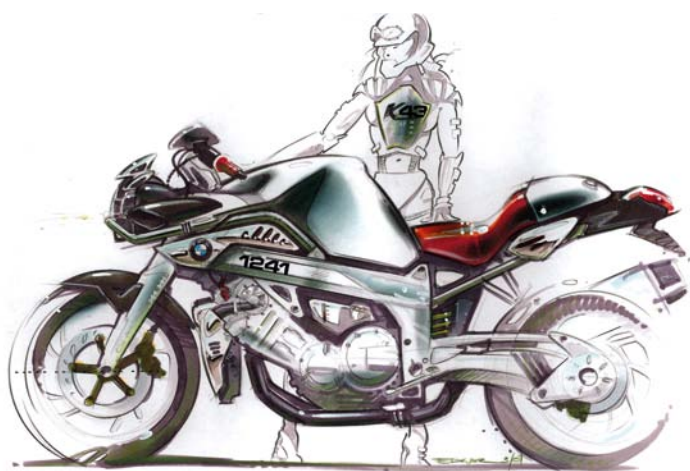
## What were the first jobs you worked on?

To begin with it was mostly detailed work on ongoing projects. The first project for which I was given responsibility was the first BMW four-valve boxer, the R 1100RS, which came out in 1993. I was just a rookie among the ranks of experienced designers.

## What came next?

I was then responsible for drafting and modelling the R 1100RT and R 1100 S boxer models and the K series K 1200RS, K 1200R, K 1200S and K 1200GT. After that I worked on competition boxers, the Paris-Dakar racers and the HP2 Megamoto. From 2005 I was responsible for everything from the G 650GS, the F 800 series, the S 1000RR and K 1600 models right up to the current scooters and new GS that was introduced last autumn.





**“What we need are strong, emotional motorcycles which deliver perfect performance and always offer that little extra...”**

## **You started at BMW Motorrad design in 1986. How has BMW design and the design philosophy changed since those days?**

The concept of “motorcycle design” had barely been established 25 years ago. Genuine motorcycle designers were thin on the ground, and new processes and design templates had to be borrowed from the passenger car, where design was already well established. Since then, BMW has developed and implemented its own motorcycle design philosophy. There have been highs and lows, of course, but I would say the most significant features have always been the quest for innovative, high-quality, customer-relevant and occasionally unorthodox solutions. In recent years our design has been highly successful and stylistically influential. The emotional component has grown in importance again. In many segments BMW design is considered to define current style and therefore frequently copied.

## **What makes BMW Motorrad design distinctive?**

We live out our design philosophy and are constantly developing it. We believe that motorcycle riders in different segments have very different mindsets. Our aim is to awaken desire. The keys to achieving this are professionalism and sheer creativity, enthusiasm and motivation in our international team.

## **The first BMW motorcycle was presented 90 years ago. What part does tradition play in your work?**

We have a strong history, full of innovations and icons. Our aim is to pursue this direction in the future as well. But that means more than just a copy and paste exercise, making classic replicas; instead we want to reflect on that tradition, on the emotional values, and draw on our heritage where it makes sense. Precision and emotion have been key elements throughout our history.

## **And for you personally?**

My motorcycle collection also contains a few classics, although only one of them is truly original – the rest are a synthesis of classic and modern. I’m quite relaxed as far as that’s concerned; for me emotionality is more important than authenticity.



## **Turning from the past to the future, where do you see the challenges in motorcycle design?**

Future scenarios are too complex to provide easy answers. Two-wheelers offer solutions not only to city centre traffic problems but also to the demand for “small”, affordable mobility in the vast expanses of developing countries, regardless of whether that is achieved by internal combustion engines or electric drives. On the other hand, just as our mobility is getting “greener”, safer and more strictly controlled, the demand for emotional products is also getting stronger. Motorcycles can also go beyond pure utility or life cycle analysis to meet these emotional needs.

## **A personal question to finish with: what’s your favourite BMW motorcycle?**

I don’t have a “favourite” motorcycle – that would be unfair on so many others. But if I had to decide, it would be the BMW R5 from the early period and among the modern variants the HP2 Enduro/Megamoto. I’m fundamentally a fan of all scramblers and GS models, so the new R1200GS is also a favourite among the current range.



# CONCORSO D' ELEGANZA VILLA D'ESTE



## Concorso di Motociclette.

*23rd – 25th May 2014.*

The preparations for what is set to be another rather special motorcycle meeting are now in full swing. This is the fourth time that motorcycle riders are being invited to take part in the 'Concorso di Motociclette'. Owners of all brands of motorcycle from any period – whether from the days of the pioneers to current designer models – are being urged to register their participation at [www.concorsodeleganzavilladeste.com](http://www.concorsodeleganzavilladeste.com). Several applications have already been received from Italy, Switzerland, France, German Austria, and the USA.

Riders don't just need to prepare their motorcycles to be presented on the podium and assessed by a jury of recognised experts from different countries, but they should also have to ready their steeds for a joint ride, under police motorcycle escort. Not only that, but participants can look forward to an attractive programme of side attractions, including the exclusive hotel itself where the participants will be staying as well as receptions and evening events. One particularly important aspect is the opportunity that participants have to meet with motorcycling friends from other countries and with other interests, such as private collectors from all over the world, delegates from museums, or employees from the motorcycle industry.

The selection of 36 motorcycles from all of the registrations received is made by a committee, who assesses them and divides them into corresponding groups. A catalogue yearbook is compiled especially for the event, containing information on the motorcycles taking part in the competition. The members of the jury then have a chance to discuss further details with the owners of the motorcycles during the assessment phase.

Until now, the 'Concorso di Motociclette' at Lake Como has been somewhat of a secret among both participants and visitors. Yet the weekend at Lake Como has set new standards in specialist circles regarding the selection and presentation of participating motorcycles. It is certainly worth visiting if only for the unique flair of the Villa Erba and the quality of the support programme, which also includes a number of special exhibitions.

**Click here:**  
Concorso d'Eleganza.



## DECEMBER

BMW Clubs Asia Meeting, Chiang Mai, Thailand  
**07.12. – 09.12.2013, [kahwong@hotmail.com](mailto:kahwong@hotmail.com)**

## JANUARY

Annual General Meeting of the International BMW Classic and Type Clubs Section, Velbert, Germany  
**24.01. – 26.01.2014, [www.bmw-clubs.org](http://www.bmw-clubs.org)**

## MARCH

Retro Classics, Stuttgart, Germany  
**13.03. – 14.03.2014, [www.messe-stuttgart.de/retro](http://www.messe-stuttgart.de/retro)**

Working Meeting of the Council Board, Munich, Germany  
**21.03. – 24.03.2014, [www.bmw-clubs-international.com](http://www.bmw-clubs-international.com)**

BMW Clubs Europa AGM, Innsbruck, Austria  
**22.03. – 24.03.2014, [www.bmw-club-europa.org](http://www.bmw-club-europa.org)**

Techno Classica, Essen, Germany  
**26.03. – 30.03.2014, [www.siha.de](http://www.siha.de)**

## FURTHER HIGHLIGHTS 2014

BMW Bike Fest, Midmar Dam, Kwazulu Natal, South Africa  
**25.04. – 28.04.2014, [www.bmwbikefest.co.za](http://www.bmwbikefest.co.za)**

BMW Motorrad Days, Garmisch-Partenkirchen, Germany  
**04.07. – 06.07.2014, [www.bmw-motorrad.de](http://www.bmw-motorrad.de)**