



Council News

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BMW Clubs International Council Newsletter



BMW CAR CLUB NEW ZEALAND.

BMW CLUB OF THE YEAR 2012.

**ISETTA CLUB:
WORLD'S BIGGEST
ISETTA**

**TECHNO CLASSICA:
20 YEARS OF
BMW CLUBS**

**THE "WHO'S WHO" OF
THE INTERNATIONAL
COUNCIL**

Dear BMW Club Members,

For BMW Classic, the year 2013 is dedicated to the 90th anniversary of BMW Motorrad. This theme will be a key focus at Techno Classica in Essen and we are also planning a special edition of the magazine "BMW Classic live".



With the appearance of the BMW R 32 in 1923, a success story began which continues to this day. Throughout nine decades, BMW motorcycles have been groundbreaking and highly innovative in their respective era. They demonstrated their outstanding performance capacity early on with racing victories and record-breaking runs, but in the same way they have stood for consistently high standards in terms of their suitability for everyday use and travel. In recognition of this success story, BMW will be presenting three exclusive special models this year: the BMW R 1200 GS Adventure, the BMW R 1200 R and the BMW R 1200 RT.

BMW Group Classic has been an exhibitor at the above-mentioned Techno Classica show for many years, presenting all three brands to the public. The show also has a long tradition for the BMW Clubs. They have been represented in Essen for 20 years, having started on their own and later joining forces with BMW. In this issue of Council News you can read about how it all started and how the joint appearance has developed up to the present day.

I will be retiring at the end of January 2013 – not without some sadness, since there is virtually no better job at the BMW Group than to be involved with the company's history and its wonderful vehicles.

As club members, this enthusiasm is a part of your lives and you will certainly be able to understand why I am so passionate about what I do. I have met many of you at the most diverse events. At the annual Council Meeting, at trade shows or on excursions I have often been involved in interesting discussions. Your enthusiasm has allowed me to experience the international club community as a brand ambassador which keeps the brand alive.

My thanks go to all BMW Club members, but I should especially like to single out the Board and members of the BMW Clubs International Council.

On this note, allow me to wish you all every success in the future and many miles of travel in your treasured vehicles without breakdowns or accidents.

Best regards

Karl Baumer

Head of BMW Group Classic and BMW Museum

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IMPRINT

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BMW CLUB OF THE YEAR.

BMW CAR CLUB NEW ZEALAND WINS THE BMW CLUB OF THE YEAR AWARD

Ian Branston, Chairman BMW Clubs International Council

At the 2012 meeting of the BMW Clubs International Council held in Asheville, North Carolina, the inaugural BMW Club of the Year award was decided. The standard of nominations was extremely high and like the Oscar awards just being nominated is high praise indeed. But as they say, there can only be one winner and on this occasion the BMW Car Club New Zealand was successful.

The nomination from BMW Clubs Australia highlighted the activities undertaken in New Zealand that showed how exceptional the club was in 2012. Whilst the overall national activities of the club were carried out over the year, it was the outstanding contribution at the New Zealand Festival of Motor Racing (New Zealand FMR) that really proved how a relatively small club, with effort and effective planning, can make a huge impact.

In 2012, the NZFMR (a New Zealand version of the Goodwood Festival) celebrated the 40th anniversary of BMW Motorsport. Working closely with the event organisers and BMW New Zealand, the club was able to put on an admirable display including a grid of 40 E30 racers, a grid of 47 invited BMWs for the feature race, 26 BMWs in the Group A and Historics race and 47 BMWs in the Open Class races. BMW has played an important role in the history of motor racing in New Zealand and the full grids reflected this proud and influential past.

The cars on track represented the success of BMW's motorsport history and not only included several famous cars from Australia but also three cars from the BMW Classic collection in Munich.

Off track activities included a daily Show and Shine over the two back to back weekends as well as a display of other rare and classic BMWs which were seen on track for demonstration laps over the lunch breaks.

Gerry Hodges, President of the BMW Car Club, along with his team, were heartily praised by the event organisers and BMW New Zealand for their spectacular efforts in making this event the most successful of the festivals held since the Hampton Downs motorsport complex opened in 2010.



The cars on track represented the success of BMW's motorsport history and also included cars from the BMW Classic collection in Munich.



Facts and figures:

Date of foundation: 1982
Number of members: 700
Type: Car club
Website: www.bmwclub.co.nz

BMW CLUBS HONOUR MEMBERS WITH THE FRIEND OF THE MARQUE AWARD

PENNSYLVANIA, USA

Goetz E. Pfafflin,

President BMW Vintage & Classic Car Club of America

At 12:30 p.m. on a beautiful Saturday afternoon, November 10, 2012, Dave Moyer, current President of the Nittany Bimmers Chapter of the BMW CCA, escorted Ed Ullom into Ed's Bullenstall, home of Ed's extensive collection of BMWs and frequent meeting venue for BMW enthusiasts in South Central Pennsylvania – Ed was greeted by 120 friends and admirers of the BMW CCA Nittany Bimmers Chapter with a standing ovation which just didn't stop!

The occasion: a surprise party for the presentation of the Friend of the Marque award to Ed, which had been approved by the BMW Clubs International Council at its October 2012 annual meeting. The event had been organised as an "open house" lunch meeting by CCA members Carol Ann Betz and Lou Ann and Lonny Shirk, working with Ed's daughters Monique and Brigit; Ed had given his approval to the open house, unaware that the agenda was geared to the surprise presentation of the Friends award.

Ed Ullom, car enthusiast, former BMW dealer and BMW ambassador-extraordinaire, has lived and shared his passion for the cars from Munich for over forty years, and has played a very significant role in winning many long-term friends for the Marque. Here below is one of several testimonials recently received from fellow Pennsylvanians, who consider themselves fortunate to have become acquainted with Ed:

"Ed Ullom is more than just a car collector. He inspires all of us connected to him to maintain our BMWs to preserve the Marque for future generations. He loves to share the history of BMW, and does not have difficulty gaining an audience when he begins to convey his memories of the Marque, stories of Max Hoffman, and his own involvement in Racing. Ed and Janine are always welcoming the Nittany Bimmers to use the Bullenstall for their gatherings and meetings. His generosity has been a real asset to the local car enthusiasts. If he would not have opened his dealership in Central Pennsylvania in the 70's and built up his reputation, I may never have owned a BMW and the Nittany Bimmers would be without a great supporter of the Marque.

Lou Ann Shirk
Nittany Bimmers BMWCCA

It was a great pleasure to be able to present the Friend of the Marque award to Ed in recognition of his 40-plus years of support the BMW passion and his enthusiasm and generosity of sharing his passion. Ed was visibly pleased, and his daughters very proud of their father's recognition.



SALZBURG, AUSTRIA

Harald Flecker, President BMW Clubs Österreich

It was at the meeting of the BMW Clubs International Council held in October of last year in Asheville, USA, that Kurt Seidler, president of the BMW Veteranen-Club Österreich, was presented with the Friend of the Marque award. The prize was handed over to him by the press secretary of the BMW Group Austria, Michael Ebner and president of BMW Clubs Österreich, Harald Flecker, on the occasion of the general meeting of BMW Clubs Österreich on October 13, 2012.

Paying tribute to Mr Seidler, Mr Ebner praised his considerable expertise relating to classic vehicle models bearing the BMW name. Mr Seidler has a collection of more than 90 vintage BMW cars, and he is always happy to admit into his private garages interested visitors to view the vehicles. He has achieved considerable fame through his activities in the vintage car scene. His expertise concerning vehicle care and restoration plus his extensive all-encompassing technical knowledge of his vehicles have earned him an outstanding reputation, which is held in due high esteem by similarly interested supporters of the brand throughout Europe. Mr Flecker made no secret of his great pleasure in having such an outstanding friend of the marque among the ranks of BMW Clubs Österreich.





20 YEARS OF THE SHARED BMW AND BMW CLUBS STAND AT THE TECHNO CLASSICA IN ESSEN

Andy Andexer, BMW 02 Club e.V.

1992 – 2012



1992

At the first joint Techno Classica in 1992 a BMW 2002 Targa is assembled from a restored and painted body shell, not just in front of visitors to the show but also with the cameras running.

Looking back, the exhibition stands presented by BMW and, in the early days, by the BMW Clubs have had a colourful history, resembling in their own way a journey through the artistic epochs of the past.

It was in spring 1988 that the first Techno Classica (TC) opened its doors – or to be more precise, its door, since back in the early days, the exhibition only took up a single hall. There was already a stand devoted to New Class cars, which belonged to the friends of the BMW 02 Club North Rhine-Westphalia, who, together with Thomas Müller of the 'nullzwei' magazine and others, put their cars on display. The exhibition expanded quickly but it was after the summer 1991 event, in which the BMW 02 Club NRW had taken part alone, that Melle de Jonge, then president of the BMW 02 Club Netherlands, approached me with the idea of going to Essen in 1992 under the banner of 'BMW 02 Clubs International', together with the UK 'BMW 02 Register'. It was then that Dirk Henning Strassl (BMW AG) heard about the idea and informed us of a range of withdrawn trade fair apparatus in Munich that the Clubs were welcome to avail themselves of, free of charge. For us, this meant renting a 7.5 tonne truck and driving it from Wuppertal to Munich and back. The route had never seemed so long as it did on this journey.

Of course, our aim was to make this, the first TC to welcome international BMW Clubs, an absolute sensation. So we came up with the idea of constructing a BMW 2002 Targa from a restored and painted body shell, not just in front of visitors to the show but also with the cameras running. The project was supported by a number of sponsors and videoed by students from the University of Essen as part of their diploma thesis. The fifteen-minute film is entitled 'Take 02' and is still available from the BMW 02 Club boutique. An international team of club members took part in the construction work itself, the ultimate objective of which was for our daughter Steffy, the actual owner of the car both then and now, to drive out of the hall behind the wheel of the 2002. And our objective was met on the afternoon of the final day, when the announcement was made, 'Steffy, please start your engine'.

Looking back to the cars that were on display in 1992, it would be almost possible even now to put the same stand together. There was Wim's 2002 turbo from NL, Peter's yellow 2002 tii from GB, and Willy's red Convertible from D, the 2002 GR. Five touring racers, naturally Steffy's Targa and even an exhibit from the BMW car collection, the 'Museum on Wheels' – a fjord-colour 1802 touring.

Separated by a single partition is the adjoining stand of the BMW Veterans Club Germany, of which Dietmar Millhoff was in charge. However, back in 1992 there was 'only' the back-to-back display – the time for more was yet to arrive. After all, these 02s had

not been seen in BMW price lists for 15 years, so you could say they were somewhat precocious classics.

However, the initial spark for all future joint ventures between BMW Clubs and BMW came from a conflict with the BMW CI, something that we clubbers paid little attention to at the time. The large blue-based BMW flags from the old trade fair articles, which hung from the ceiling as a clear sign to everyone near and far of who we were, made at least one BMW official's hair stand on end, who happened to be visiting the stand incognito.

But he must have liked it anyway, because only a few months later, representatives from all of the known 'official' clubs of the time were invited to the building with the four cylinders. We were told that BMW had commissioned special exhibition articles for 'its' clubs, which would be stored in the exhibition stand fitting department, to allow the clubs to put together a worthy exhibition stand at future events.

The fittings were classic and practical. It was even possible to divide off a catering



By this point, all of Hall 12 – the 'BMW Hall' – had been taken over by BMW. The main attraction, however, is the exhibition replica of one of the four cylinders in the BMW tower.



area using the multifunctional partition walls if we so wished, and to set up communication areas. Beside the club cone with the recently designed club logo, each club got its own wheeled unit with glass showcase and lockable drawers. Last but not least, the whole design reflected the current BMW CI.

By the time of the 1993 TC, the decision to expand the framework beyond that of the BMW 02 Club to a joint international show was as good as passed. From the veterans' clubs to all the early clubs, everyone was present. As a special attraction, a BMW 1800 ti (in TISA trim) was fitted out in Munich with the engineering of the M3 racing simulator. The not inconsiderable cost was covered by the clubs themselves and their sponsors. At the show, anyone who wished to could test their performance against that of the professionals for a modest entry fee. It was no less a personage than S.K.H. Prince Leopold of Bavaria ('Poldi') who clocked up a lap time that remained unbeaten for years to come. Really years to come? Well, at least until our then 13-year-old daughter Jenny got behind the wheel and immediately displayed Poldi's time. A natural? Well not really. She had simply noticed how the professional had flicked the secret switch to 'attain the perfect lap time'.



Techno Classica 2004

2006

Subsequent shows in the classic period were characterised by 'side by side' formations with the by now independent BMW works show and the presentation of the Clubs. The year 1997 was a particularly remarkable one as BMW had chosen to focus on motorcycles this time. Only a large, Le Mans-style tyre arch separated the BMW zone from the Club areas, and in the latter, a number of then active clubs recreated the historic Nürburgring driver's camp as a backdrop to the club theme of motor sport. Once again, it was performed and financed by the club's own man and women power, however, with considerable assistance from sponsors.

In 1999, the Clubs extended an invitation to the 'Autokino Bavaria', in which old BMW publicity films and news reports about the successes in Spa and other race tracks of the world had been edited together, to the great joy of spectators and exhibitors alike. The films can still be purchased today from the BMW 02 Club boutique.

Since I spoke of a three-way division at the start of this retrospective, I had better explain what I meant by this. The TC 1992 was the first of three show events in which the BMW Clubs assumed centrally responsibility. Although BMW did show increasing interest and enthusiasm, at times collegial and like a club, and at times watching from the wings or as the first among equals, it was clear that it was still not quite sure what role it should play. However, this was all to change at the 95 TC, the fortieth anniversary year of the Isetta, with the main eye catcher at the show being a pyramid made up of 10 Isettats. This was the first year that Munich played an active role in the show's organisation, in the person of Martine Rapp. This year, Christian Eich, who had visited the club stand a number of times in previous years, made an official walkabout across the stand, introducing himself as the future boss of the BMW Tradition division, which had been founded only a few days previously.

Under the division bosses Christian Eich and his successor, Holger Lapp, project manager Martine Rapp led the TC into an almost baroque period, in which the BMW stand became increasingly bright and playful. BMW was now presenting its jewels against Mediterranean landscapes, along babbling brooks and past Alpine panoramas. Visitors could admire the company's historical models along with a few up-to-date cars that had been discreetly mixed in with the older vehicles.

The motto of the year 2003 was 'BMW Open', which for once was not meant as a reference to tennis. Cows grazed in the background and the promotion area contained a complex presentation, designed with club participation, intended to raise visitors' curiosity in the Clubs' expertise relating to the field of spare parts procurement.

The main attraction, however, was the exhibition replica of one of the four cylinders in the BMW tower. By this point, all of Hall 12 – the 'BMW Hall' – had been taken over by BMW, with the exception of a few British manufacturers who also had their stands there. There may have been works stands that were more grandiose, but the flair, of which the creed of the clubs was an integral part, was in my opinion at its highest point ever at this time.

Right from the start, an exclusive catering area was housed on BMW terrain, originally run by a crew from the veterans' clubs. However the number of people in the clubs stand teams plus their guests soon outgrew its capacity, at which point it was decided to close off the area from the public. Added to this, the need had been growing at BMW to be able to look after celebrity guests and potential customers in pleasant and quiet surroundings. However, the intention was not to squeeze out the clubs, so a specially furnished self-service catering space was set up for them. This led to the establishment of 'Harvey's Snackbar', originally opened for the Autokino BAVARIA. Primarily female club members of a few model clubs ensured that the everything was on hand that the clubbers may require. A welcome effect of this was that BMW fans were now able to choose between 'petit fours' and 'housewife's leberkäs with potato salad' as well as between designer armchairs and beer benches. The move was a great success.

However, by this time, joint stands were generally being presented under the banner of 'BMW and its Clubs at the TC'.

The Clubs were located to one side, discreetly sectioned off, inside the meanwhile fully booked Hall 12. However they were taken good care of by the parent, who provided them with carpeting and lighting, of the kind you would expect in offspring's rooms in the house of the well-to-do. The 'young ones' were well-behaved but also somewhat

From 2008 the BMW and BMW Club stand is reduced and Hall 12 is no longer booked up in its entirety. A large proportion of the exhibits now comes from the clubs.

spoilt – they turned up to the TC with their exhibits, and otherwise they didn't have to do anything.

Gone were the days when people used to get together to fashion the club project weeks before the event. Of course, it is normal to want to hang on to days gone past and to complain that the Clubs have lost their individuality in the way they present themselves because they have to do as their parents tell them. But every time has its form and in the Clubs too, people were realising that they only just had enough people available to man the counter, and it was now unreasonable to expect large-scale joint projects to get off the ground.

The club family has always organised itself and communicates via the Mobile Tradition club coordinator. I have had this thoroughly exciting job for a long time now, ever since I took over the position from Ralf Ziegler towards the end of the 'baroque' period. Then as now, the aim has always been to recognise the needs of BMW and to coordinate them with the Clubs' wishes. The coordinator has to be able to recognise and consolidate the niches that are good for the clubs within the concept of the official event organiser. He must also be able to sugar the bitter pills that Clubs are some-



**TC 2013:
10.04. –
14.04.**

times called upon to swallow and even conceal them in a good-tasting stew.

As delightful, playful and opulent as the baroque period was, it also has something to do with the idea of absolutism, at least when viewed historically. The transition from the second to the third generation was considerably more drastic and less controlled than the path that led to it. Back to the roots – to modern functionalism, to classic modernity, to stick to the metaphor of art genres.

From this point, BMW Mobile Tradition was renamed BMW Classic, its new head was Karl Baumer, and its priorities now carried a different weighting.

The exhibition date 2008 came a little too quickly for comfort and the next TC was characterised by its minimalism. It was the BMW Clubs that had to order the field in Essen without the usual involvement and coordination with Munich, along the lines of 'we'll do our best' – not an easy job for the club coordinator, Ralf Ziegler. After the show was concluded, it was clear (as it was in 1992) that there was considerable room for improvement.

No longer was Hall 12 booked up in its entirety, and a large proportion of the exhibits came from the Clubs. We were once again walking over fine floors, with neutral upholstery and with walls bearing generously proportioned decor bearing reference to the themes of the show. Somewhere along the way though, the area of hospitality was left behind. Not only the fine BMW casino but also the cult Harvey's Snackbar had closed their doors. In 2012 there was a functional backstage works canteen, open to everybody, just like in the old days.

The days of the main building and the children's houses are over, and the new TC is more like a large BMW flat share with sublets to the British relations.

Old hands like us will realise that the resentments of the old hands from the early years have meanwhile caught up with us. In 1992, the O2 was not regarded as a collector's item, and today we find it difficult to tolerate the presence of fleets of cars that line the roads in their thousands at a classic car show, without leaving enough room for the real historical milestones.

BMW CCA FOUNDATION: 10 YEARS STRONG

Ian Branston, Chairman BMW Clubs International Council

The BMW Car Club of America, with 67 chapters across the country and about 70,000 members, is the largest single marque car club in the world. But there is more to the club than just organising the normal range of car club activities for its members.

In 2002 (an appropriate number in BMW speak) the club established the BMW CCA Foundation. This non-profit organisation has a motto that explains its mission. Namely that it is "Dedicated to the Promotion of Safety and the Preservation of History".

The safety program is directly aimed at teen drivers and endeavours to give teenagers across the nation hands-on experience and tools to become safer and smarter drivers.

The other area of focus for the Foundation is the preservation of BMW history. While BMW Classic has the corporate responsibility for preserving the history of the company, the Foundation has taken on the role of preserving the broader history of BMW. In this regard, the Foundation now houses the largest collection of BMW related items in North America, perhaps the world. The collection consists of everything from models, banners/flags from special events, calendars, brochures, programs, books and magazines. If it is related to BMW, the chances are there will be something in the collection.

Michael Mitchell, Office Manager and Curator, met with members of the International Council during the meeting in Asheville. Bernhard Knochlein and I were fortunately able to visit the Foundation's premises and also meet one of the Foundation's trustees, Scott Hughes and his wife Fran. We were impressed by the sheer volume of material on hand, as well as the very important role such an endeavour plays in the preservation of BMW memorabilia. Whilst the Foundation's primary focus has been on American-based material, in talking with members from car clubs around the world, Michael said he would be interested in the preservation of any material that becomes available and has a significant role or place in BMW's extensive history.

Michael's private motto was "before you dump it, check with me". From time to time, material may come to the attention of clubs around the world, sometimes from members and at other times perhaps members of the public who may be looking for a suitable home for something. The offer made by Michael (e-mail: michael.mitchell@bmwccafoundation.org) is that if you have no means to store or preserve interesting items then feel free to contact him. It is better to consider all options before deciding to trash anything.

As a non-profit organisation, the Foundation is also always on the lookout for donations and as part of their fundraising has items for sale. Please visit www.bmwccafoundationstore.com if you feel like some online retail therapy.

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**BMW Car Club
of America
Foundation**

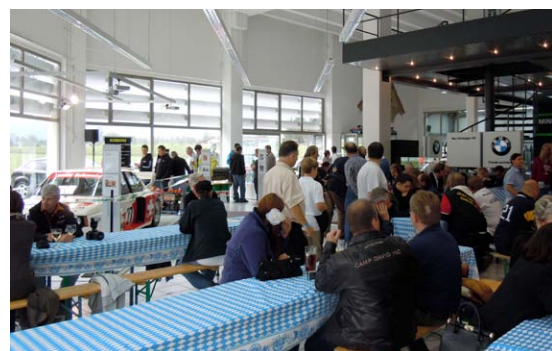


Above: Dr. Bernhard Knöchlein and Michael Mitchell looking through parts of the collection of material held by the Foundation.
Below: Ian Branston, Scott Hughes, Dr. Bernhard Knöchlein, Michael Mitchell (f.l.t.r.)



INVITATION FROM AN IMPORTER. A VISIT AMONG FRIENDS!

Robert Wimmer, President ALPINA – Gemeinschaft e.V.



The ALPINA-Gemeinschaft was invited to visit Autohaus Heidegger once before, in 2002. A feature was even made of the visit by the television channel DSF – “Motorvision Classic”, which carried an exclusive report on the meeting at the time.

At the end of September 2012, Max Heidegger AG, ALPINA importer for Liechtenstein and Switzerland, celebrated its 50th anniversary. Since we have always maintained excellent relations with Heidegger, we were able to participate in the dealership’s anniversary event as part of our annual meeting. The weather was not perfect, though there were only a few drops of rain – thank goodness – and almost 100 ALPINA vehicles of the most diverse eras and series belonging to club members and their guests as well as Heidegger customers and friends assembled at the Heidegger premises at Messinastrasse 1 in Triesen.

Company founder Max Heidegger related a number of fascinating and fun anecdotes from the history of the company, which now stretches back over five decades. The royal family of Liechtenstein were also among the anniversary guests, and the Swiss TV channel SF2 reported on the event several weeks later in the program “Motorshow TCS” to mark the presentation of the new ALPINA B6 Biturbo.

A wide range of culinary delights was provided for guests. All those who attended our annual meeting clearly had a wonderful time and we had plenty of opportunity to talk shop with many of our ALPINA friends from Liechtenstein and Switzerland.

All in all, we spent a wonderful September 29th at the Heidegger company anniversary – a day we are sure to hold in fond memory for a long time to come.

BMW CLUBS LATIN AMERICA FEDERATION ANNUAL MEETING 2012

Antonio Munhoz, President BMW Clubs Latin America Federation and BMW Car Club Brasil

The BMW Clubs Latin America Federation (LAF) is the newest worldwide umbrella organisation representing motorcycle and car clubs in Central and South America. While the Federation has only been officially recognised by the International Council for a few years, they are already distinguishing themselves by their commitment and enthusiasm.

As one case in point, the Federation again held an annual meeting attended by more than a dozen member clubs, representatives from BMW Group Latin America, and with the support of the magazine Boxer Motors. The meeting was held in Bogota, Columbia from June 7-12 and was hosted by the BMW Auto Club Colombia.

Antonio Munhoz reported that the Federation has now established additional ways to reach members and potential members using social media sites: including Facebook (www.facebook.com/BMW-ClubsLatinAmericaFederation) and Twitter (twitter.com/BMW-ClubsLAF).

The LAF continues to expand. In the final process of certification were new member clubs including BMW Car Club Peru and BMW Motorcycle Club Puerto Rico; the BMW Motorrad Club Guatemala completed their certification and was approved as a member of the Federation.

Another important agenda item was the election of the LAF Board for the term 2012-2015. The results were: President Antonio Munhoz (BMW Car Club Brasil); Vice-President Rubén Tenório (BMW Moto Club Mexico); Treasurer Harry Françaia (BMW Motorrad Clube Brasil); Secretary Mariano Varsky (BMW Auto Club Argentina); Julio Reyes Administration and Marketing Director (BMW Motorrad Club Guatemala); Technical and International Relations Director Felipe Garcia (BMW Auto Club Colombia); Councillor Auditor Eduardo Melo (BMW Car Club Brasil); Councillor Auditor Goffredo D'Angelo (BMW Car Club Brasil) and Councillor Auditor Sérgio Távora (BMW Car Club Brasil).



Plans are already underway for future LAF meetings:

- 2013 LAF Meeting: June 20 to 23 – Guatemala City – Guatemala
- 2014 LAF Meeting: June – Montevideo – Uruguay
- 2015 LAF Meeting: June – San Juan – Puerto Rico

Attendees at the annual meeting also had time to have some fun. They visited the main sights of Bogotá. One highlight was the Botero Museum.

We all thank Samuel Huertas and Felipe Garcia from the BMW Auto Club Colombia for their hospitality and support.

To find out more about BMW Clubs Latin America Federation, in English, Spanish or Portuguese, please visit www.bmwclubslaf.org





**ISETTA CLUB E.V.
PRESENTS:**

THE WORLD'S BIGGEST ISETTA

Florian Fritsch, Editor of the Isetta Journal, Isetta Club e.V.

The Isetta Club came together for its 36th meeting in 2012 in Braunshardt, Hesse, just a few kilometres outside Darmstadt. The organiser of the event was Florian Fritsch, editor-in-chief of the Isetta Journals for the Isetta Club. It took two years of preparation to organise such a large-scale event. Each participant had to send in a photograph of their vehicle along with their registration. In this way, a fantastic event booklet was gradually compiled featuring photos of all Isettias, BMW 600s and BMW 700s that took part. This provided a superb memento of the annual meeting.

The first participants arrived a whole week before the start of the event. They were joined by more and more each day, with the organiser eventually registering a total of 186 visitors from Poland, Austria, Switzerland and even one member from Israel.

A diverse program was provided for all those who arrived early. It ranged from a group excursion to a vintage car museum in Offenbach to a bus tour in two coaches to the vintage car centre Klassikstadt in Frankfurt / Fechenheim. The organiser had a very special program item planned for the Friday. The Public Order Office set up its radar and speed camera station so that people could deliberately get flashed on a specially cordoned-off road (with the guarantee of not getting sent a speeding ticket later). The organiser and the City Council Chairman then welcomed all those present. This was followed by a genuine highlight: the presentation of the biggest Isetta in the world, measuring an impressive seven metres long and approx. four metres high.

Everyone was looking forward to the traditional excursion on the Saturday. The cars set off at around 10 am for the Opel automobile plant in Rüsselsheim where a lunch break was taken. Here the entire convoy was allowed to drive at walking pace through the Opel Classic Hall on the plant grounds and admire some 80 – 100 Opel exhibits in passing.

After arriving back at the wonderful palace grounds, participants set up their vehicles to form a giant BMW emblem. Aerial shots were then taken from an aircraft with highly impressive results. The parts market was opened at the same time.

The second evening was then rounded off in the marquee. It is worth mentioning here that there were a number of show events spread over two marquee evenings, and the absolute highlight was comedian Woody Feldmann, who gave a superbly amusing and highly memorable performance. As befitted the occasion, the compere was driven into the marquee in half an Isetta. All in all it was a highly successful event with activities we had never experienced before, all of which will be fondly remembered. And the weather was excellent – another key factor, of course.



40 YEARS OF THE BMW R90S

Christian Lakomski, President BMW Motorrad Club France



R90S Days since 2009

The R90S Days were first held in 2009, initially just with a few friends who all shared a passion for the same motorcycle. They were joined in subsequent meetings by a great many more fans who appreciated the event as much for its great atmosphere as for its fantastic tours. At each meeting, participants discuss where the next meeting should take place, and it is organised by a fan who lives in the region. This has proven to be a good way of getting to know a variety of attractive areas, small roads, and popular addresses. After the first meeting, in which not everything ran as smoothly as it perhaps could have (<http://url9.de/wUr>) and in which we alternated between road, track and terrain, we decided to devise a formula designed to allow each participant to ride at his customary speed in accordance with his individual preferences, together with others with similar preferences.



The most important thing is to take part.

If you would like to join us at the 2013 event and you are the proud owner of an R90S (with the requisite Smoke or Daytona paintwork), then e-mail us as quickly as possible (benoit@grandet.fr) to let us know, not forgetting to attach a photograph of your motorcycle, as the number of places is limited.

What are the R90S Days?

The R90S Days are an annual meeting organised by the R90S Section of the BMW Motorrad Club France, in which all riders of this BMW motorcycle are invited to take part. The meeting is an ideal opportunity for those who share a passion for this legendary bike to come together and enjoy a few pleasant days among like-minded people. A particular aspect of this year's meeting is that 2013 happens to be the fortieth anniversary of the R90S!

When are the R90S Days held?

The meeting is an annual event. In 2013, it is set to take place from Friday to Sunday, 13-15 September. Previous meetings were held on Mont-Saint-Michel in the Auvergne, except in 2012 when it took place in the Département Lot. However, this year's meeting will be in Saulxures-sur-Moselotte in the Vosges mountains, which was also the venue of the BCE in 2006!

Who can take part in the R90S Days?

The meeting is open to anyone travelling to the venue on an R90S and continuing to ride their motorcycle at the destination, with or without a pillion passenger. This international event regularly attracts people from as far away as Wales, Spain, Belgium, Italy and Luxembourg. Although it is organised by the BMW Motorrad Club France (www.bmwmcfr.com), participation is open to anyone, whether or not they are club members.

The R90S Days mean:

Good food with plenty of regional specialities and motorcycle rides punctuated by short breaks and sightseeing stops. Guests are accommodated in a hotel selected to ensure the usual pleasant atmosphere of the R90S.



SEE YOU SOON!

THE “WHO’S WHO” OF THE INTERNATIONAL COUNCIL

DELEGATES INTRODUCTION OF MATZ ROSENQUIST



Name: Matz Rosenquist
Delegate of: BMW Clubs
 European Federation
Club member since: 2007
Residence: Jonsered, Schweden
Family: one son
Home club: Svenska BMW MC klubben

A candy-red 1985 BMW K100 RS, that's where it all began! Having been involved in car racing and rallying for many years, the technician in me was fascinated by the technical solutions, a flat 4-cylinder engine with fuel injection and transmission mated to a single rear swing arm! This was in 1986 and it was my first BMW motorcycle. Since then, a number of bikes have passed through my workshop. I haven't kept track of all bikes but I guess, if anyone asked, I could make a list. It should be somewhere between 15 and 20 bikes.

I had owned the K100 RS for almost a year when I became aware of the Swedish BMW motorcycle club. This must have been in 2007 and I've been member since then. The club organised a number of activities locally and it wasn't too long before I got involved. I soon found out that riding on gravel was very fun and it also made the riders a far better rider on tarmac. Often I organised weekend training tours which became very attractive. And I enjoyed every minute of it!

All this resulted in me becoming a member of the board of directors of BMW MC-Klubben Sverige and later on becoming president of the BMW Clubs European Federation (BCEF). More about this further down.

Currently I possess too many bikes! To be honest, 4 is the maximum if you want to maintain and ride them. Otherwise, a few will only be occupying space in the workshop. In my case it may be called addiction or obsession! Currently the workshop contains:

My only car, which I've owned for 4 years, an E46 320D Touring, 2004. As I mentioned, too many bikes in the workshop: currently 6 but two of them will be sold off in the spring: 1981 BMW R80 G/S, 1981 BMW R80 G/S, nicknamed "HP(n)" and highly modified by myself, 1986 HPN GS1000, 1996 R80 GS Basic, 1995 K 1100RS, HP2 Enduro, my current favourite!

Of course there are cars and/or bikes on the wish list! My personal list actually contains only cars! And possibly one motorbike! The cars I'd like to have starts with a red BMW M1! The other car that makes my pulse quicken is the 3.0 CSL racing car with wide tyres, huge wings and all. And it must be painted in the M-colours! After having driven an M3 at the Performance Driving School in the US during the Council Meeting last autumn, an M3 may qualify in the dream garage. The only bike, I've owned a couple, that may take a place on my wish list may be an R80 G/S PD in original condition. My problem is that I currently own the bikes I'd like to have!

Being a motorcyclist I have to have my favourite roads! Unfortunately the Stelvio (Stilfersjoch) pass in northern Italy is too far away but it is my absolute favourite! Riding up in style at good speed is still hard work! As soon as you take one of these switchbacks perfectly, it feels like a win! Since Stelvio is far away I have another favourite a bit closer, actually in my own "backyard" less than 2 kilometres from home! That's where I chase the Ducati's with the blue and white Q-Tech Basic!

On the other hand, a good ride together with a group of good friends makes every road a favourite! Every year, the last ride organised by the club, the "Long John-tour", takes place when the weather can vary a lot. We've had everything from a sunny +18 degrees to rain and +2C... In total the ride is often somewhere between 450 and 500 kilometres! It is dark when you leave and it's dark when you come back home! And I must admit I haven't frozen very much during these trips!

As I mentioned earlier I am the president of BCEF. I have been the president of BMW Clubs European Federation, BCEF, since it was established in 2008.

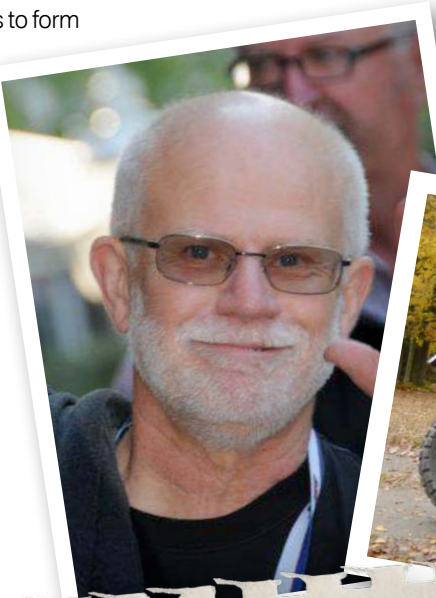
The organisation was established in 2008 due to dissatisfaction on how BCE was organisation and run. It had been a long process to form BCEF but once we got the green light it very soon took shape and still operates in the same manner. We have given all initiative back to the local clubs and let them live their own life, undisturbed. At local level, that's where the knowledge is, it is the clubs who know what their members want and prefer. We've taken on a very simple role, we ONLY supply the right to use the BMW name and logo, nothing else!

BCEF is one of two European umbrella organisations, geographically covering the Scandinavian countries plus the British Isles.

BCEF is living a healthy life with a good economy and no big issues. However, there is actually one which may be significant: Age! The current management team of BCEF is of "significant" age and two out of three team members have announced they may retire shortly. It has now become important that the basic ideas and ideals of BCEF be secured and passed on to the new management team members.

As for the clubs within BCEF, I see no challenges requiring assistance from BCEF presently. The management team has been asked to mediate a couple of times and will be ready to do so in the future. Otherwise we leave the clubs to run their own business, to form their own future. It's always a problem for clubs to have continuity and to develop the "business" to keep their members or increasing the number of members. If need be, BCEF will always be there to assist.

To give you an idea of what BCEF is all about, some statistics may be appropriate...



Members: Roughly 28,000.

Clubs: 11 clubs in total, 6 bike and 5 car clubs.

Countries: 7 countries, Finland, Norway, Sweden, Denmark, Iceland, England and Ireland.

Languages: In total 6 languages, the BCEF official language is English. Swedish, Norwegian and Danish are similar and can be understood by each other, whereas Icelandic may be hard to understand for Scandinavians although it sounds similar. Finnish is completely different and so is English.

Cultures: The countries have a similar and in many respects, a closely related background and history. The result of this is that we work together in a relaxed manner. And maybe that's why BCEF consists of current clubs.

MARCH

Retro Classics, Stuttgart, Germany

07.03. – 10.03.2013, www.messe-stuttgart.de/retro

BMW Bike Fest, Rawsonville, South Africa

21.03. – 24.03.2013, www.bmwbikefest.co.za

Working Meeting of the Council Board, Cape Town, South Africa

21.03. – 27.03.2013, www.bmw-clubs-international.com

APRIL

Techno Classica, Essen, Germany

10.04. – 14.04.2013, www.siha.de

BMW Clubs Europa JHV, Bled, Slovenia

19.04. – 20.04.2013, www.bmw-club-europa.org

MAY

30th International BMW Coupé Meeting, Munich, Germany

09.05. – 12.05.2013, www.bmw-coupeclub.de

37th International BMW Veterans Meeting in Bad Aibling, Germany

09.05. – 12.05.2013, www.bmw-veteranenclub.de

JUNE

BMW Clubs Latin America Federation Annual Meeting, Antigua, Guatemala

20.06. – 23.06.2013, www.bmwclubslaf.org

41st International BMW RA Rally, Asheville, NC, USA

20.06. – 23.06.2013, www.bmwra.org

1st International BMW Youngtimer Meeting, Lucerne, Switzerland

21.06. – 23.06.2013, www.bmw-youngtimer-club.ch

JULY

BMW MOA International Rally, Oregon, USA

18.07. – 21.07.2013, www.bmwmoa.org

BMW Motorrad Days, Garmisch-Partenkirchen, Germany

05.07. – 07.07.2013, www.bmw-motorrad.de