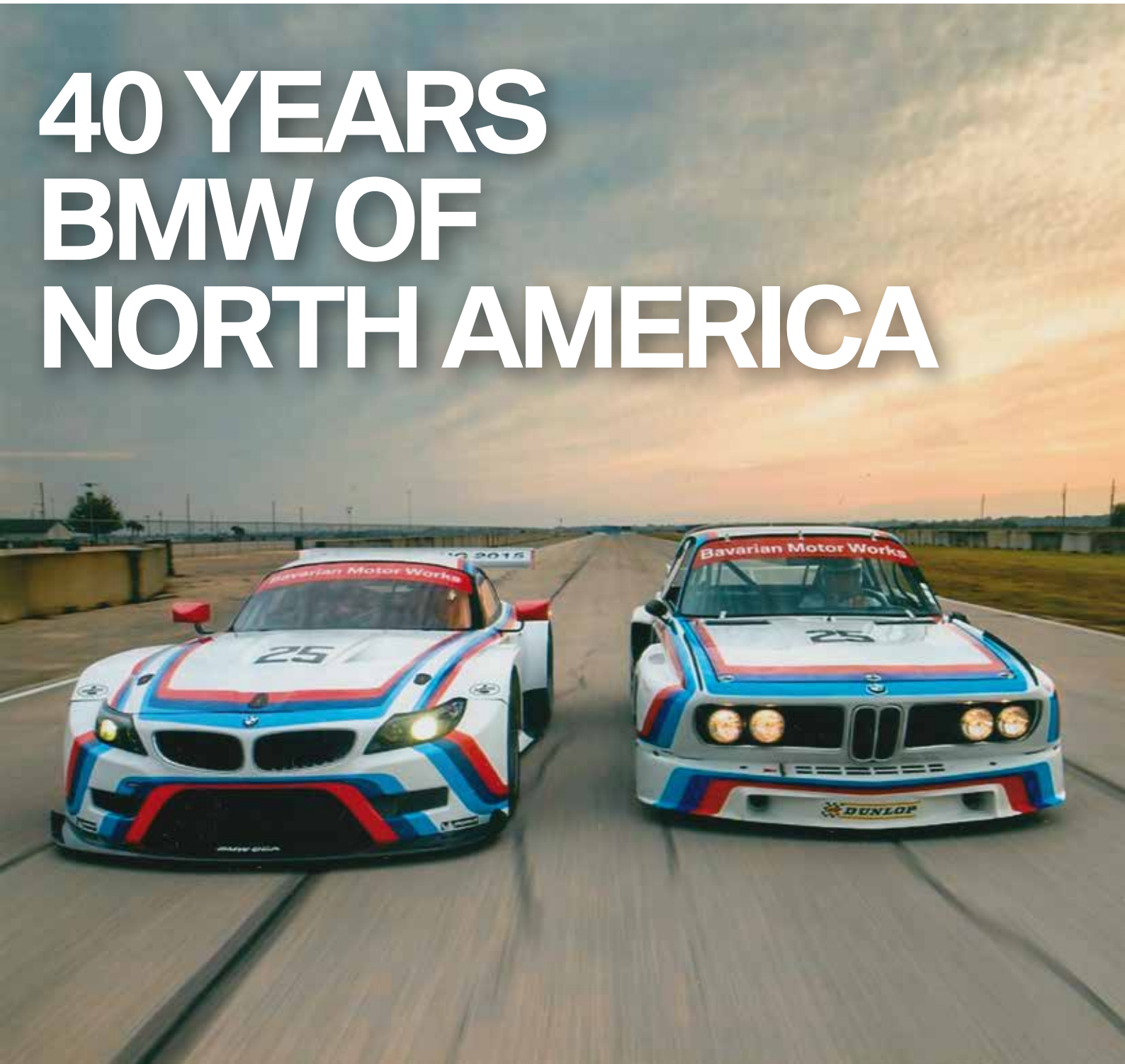




BMW Clubs' **World** 2 & 3/15

In cooperation with BMW Club & Community Management

40 YEARS BMW OF NORTH AMERICA



**BMW 507.
FAMILY
BUSINESS.**

**MOTORRAD
DAYS
2015.**

**A GLAS OF IT'S OWN.
BIG GLAS ANNUAL MEETING
OF THE ANNIVERSARIES.**



DEAR BMW CLUB MEMBERS,

For many years, the so-called BMW Clubs International Office has been the interface between the clubs and the BMW Group. In March we gave ourselves a new name and now call ourselves:

BMW Club & Community Management (BCCM).

However, this change does not only concern our name, but also our new self-image and an expanded area of activity. The BCCM is now completely integrated into the structures of BMW Group Classic and acts as representative of BMW Group Classic in its contacts with the clubs. The BCCM is independent of the BMW Clubs International Council, but will continue to cooperate on a joint basis in the future.

For BMW a big anniversary is approaching. In 1916 the Bayerische Flugzeugwerke AG (Bavarian Aircraft Works AG) was founded on the grounds of today's BMW Munich plant. In 1917, the Bayerische Motoren Werke GmbH emerged from Rapp Motoren Werke. In 1922, engine construction was moved from Bayerische Motoren Werke to Bayerische Flugzeugwerke AG including staff, patents, machines and blue-and-white brand logo. Bayerische Flugzeugwerke AG then took on the company name Bayerische Motoren Werke. 1916 is therefore the historically confirmed founding year of today's Bayerische Motoren Werke AG and counts as the birth year of the company.

We will also be moving into the new BMW Group Classic premises on the occasion of this anniversary. The new location, which is close to today's plant in Munich, has historic significance. The first BMW aircraft engine production site was located here from 1918 to 1920. Interested club members will be able to visit us here again and we are already looking forward to welcoming them in future.

We will be informing you – together with the clubs – about the celebrations that will take place in Munich in September 2016 in separate email communications.

Best regards

A handwritten signature in black ink that reads "Ulrich Arendts".

Ulrich Arendts

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WELCOME TO THE CLUB.

Dubai: The BMW Club UAE, a local BMW supporter group that brings together around 3,000 BMW aficionados from across the Emirates, has been officially recognised by the premium automotive company's global headquarters in Munich.

Enhancing the success of almost 700 BMW Clubs across the world, the BMW Club UAE provides opportunities for local BMW enthusiasts to get together for group discussions and interactive group drives. Following the official certification from Munich, the BMW Club UAE will look to collaborate closely with BMW Group and AGMC, the local importer of BMW cars in Dubai, Sharjah and the Northern Emirates, to organise attractive joint activities and promote lively discussion and technical knowledge exchange amongst local BMW advocates.

Ralf Bissinger, Director Sales & Marketing for BMW Group Middle East, said: "It's fantastic that the BMW Club UAE has received certification from our BMW Group headquarters in Munich, as it showcases our commitment at a local level to global best practice. Similarly, the Club provides locally-based BMW enthusiasts with a hub to support the BMW brand at grassroots level, while following the global BMW Group International Council Guidelines, which have seen the Group grow year on year, and reaping the benefits from the guidelines."

Osman Abdelmoneim, General Manager of AGMC, said: "We were delighted to facilitate the process of the BMW Club UAE's certification, and look forward to working alongside them to assist with arranging unique opportunities and experiences that enable all the members to get even closer to the BMW brand. I have no doubt that many more of our customers will be eager to join and enjoy the Club's benefits."

BMW Club UAE members receive free attendance at various events and drive days throughout the year, as well as invitations to attend bi-weekly meetings for networking with likeminded enthusiasts, for an annual membership fee of AED 350.

Bruna Tuma, Chairman of the BMW Club UAE, said: "It's wonderful that the Club has been officially recognised by BMW at a global level since we aim to offer our members something different in terms of the drives, challenges and training sessions we host and take part in throughout the year. This recognition also reinforces the fact that the BMW Club UAE and its members adhere to the premium car company's global best practice guidelines."





THREE CHEERS! 40 YEARS OF THE BMW 3 SERIES.

The world has changed radically over the last 40 years: walls have fallen, borders have disappeared and new technology has revolutionised our existence in ways we could not have imagined in our wildest dreams. Personal computers, the internet, mobile communications – all these have become indispensable in our everyday lives and in our cars.

As a market leader, the 3 Series has shaped the premium segment for mid-range cars for 40 years. And the success story continues: on 7 May 2015, BMW unveiled the latest generation of this trendsetter to the eyes of the world at the BMW Museum in Munich. The event coincided with the opening of a special exhibition celebrating “40 Years of the BMW 3 Series”.

To mark the event, 3 Series enthusiasts from all over Europe parked their vehicles around the BMW Museum. One 318i E30 even travelled to Munich all the way from South Africa, covering the full 15,000 kilometres (over 9,000 miles) under its own steam – despite already having 400,000 km (around 250,000 miles) on the clock. The drivers’ account of their trip can be found at backmywheels.wordpress.com.

Nobody could have predicted the success of the first BMW 3 Series back in 1975: as successor to the legendary 2 Series, it had a hard act to follow.

For BMW, however, the introduction of the 3 Series was a real watershed, for in addition to the new model designation, the car also heralded a number of other innovations. One particularly innovative feature was the driver-oriented cockpit, for which BMW is famous.

From the outset, the 3 Series was the embodiment of the sporty mid-range saloon – and so it remained.

For the first series, known internally as the E21, the 3 Series was available only as a two-door saloon, although in the 320i and 323i it featured powerful and silky-smooth six-cylinder engines.

The car’s success proved the developers right from the very beginning. The 3 Series has been the BMW brand’s bestselling model for 40 years. Just six years after its launch, the one-millionth car rolled off the production line.

However, the first version of the 3 Series was not only a commercial success. In sporting terms, too, the E21 garnered countless awards: as a race car for the track it enjoyed showing the competition who was boss. And the 3 Series even set new standards in the art world, when renowned artist Roy Lichtenstein turned one of these vehicles into a unique artwork.



Then in 1982 the turn of the E30 came. Succession was no easy task for the newcomer. After all, by now the E21 was the most successful BMW of all time.

Whereas the older E21 was available only as a two-door saloon, the new E30 came in two and four-door versions, and was even expanded later to include an elegant convertible and estate variant. The latter, named the 3 Series Touring, established the class of compact estate models dubbed “lifestyle estates”. Today it is hard to believe how this model variant came into existence. A BMW employee, Max Reissböck, bought an accident-damaged 3 Series with a view to carrying out a complete rebuild. As a master bodybuilder, he had all the requisite skills. Once the rear part of the roof was removed, he lengthened the vehicle’s tail to create an estate. Although he had restored the car purely for his own use, he showed his creation to his boss, who was so impressed that this “touring” version went into production virtually unchanged. An estate variant, which bore the stigma of a rather lacklustre commercial vehicle, had previously been unthinkable at BMW. Max Reissböck was present for the opening of the special exhibition at the BMW Museum on 7 May 2015 and can still look back with genuine pride on his creation.

But the Touring was not the only former “no-go” that BMW made reality: a six-cylinder diesel unit in a sports saloon was equally unexpected.

And the E30 also gave rise to something else: the legendary BMW M3. As a homologation model for the German Touring Car Championship (DTM), the first BMW M3 – a sports version of the E30 featuring distinctive flared wings – came to epitomise the family-friendly sports car of the day. In its first race season in 1987, the BMW M3 won the World Touring Car Championship, the DTM and the European Touring Car Championship. Having earned many other championship titles and countless individual victories, the BMW M3 Group A from the E30 model series is today the world’s most successful touring car.

The E30 was superseded by the E36 in 1990. This 3 Series was also penned by designer Claus Luthe. From now on, the two-door saloon no longer used the same bodylines as the four-door model, but was instead a coupé with an elongated bonnet and flatter front screen. However, this was not the only new shape to join the 3 Series family: a Compact variant was added at entry level. In addition, BMW finally parted company with the traditional circular headlamps, mounting the new lights behind sealed glass covers. Innovations were introduced beneath the bodywork too, with new four-cylinder diesel units offering an unprecedented combination of efficiency and driving dynamics.

Over the last 40 years, the BMW 3 Series has been both trendsetter and benchmark in the mid-range segment. This is also reflected in the sales success of BMW’s mid-range model: over 14 million BMW 3 Series units have been shipped since its debut in 1975 – today the Saloon and Touring models account for around 25 per cent of total BMW vehicle sales. More than any other model, the BMW 3 Series represents the heart of the BMW brand.

No matter how much our world has changed over the last 40 years, the 3 Series will remain an ever-present star in the BMW firmament.

FAMILY BUSINESS.

The gathering of numerous design icons marked the beginning of the new exhibition in the BMW Museum titled: **“Family Affairs. Special Variants of a Design Icon.”**



Many BMW 507 sports-car owners met up under the famous “Four-Cylinder Building” in front of the BMW Museum. This was a true spectacle for automobile fans and provided a taste of what will be on display in the BMW Museum until 31 January 2016.

When the two-seater roadster was presented at the IAA Motor Show in Frankfurt in 1955 for the first time, the press celebrated it as a **“BMW sensation”** and **“the dream car from the Isar”**. Ever since the BMW 507 has been seen as a luxury and status symbol which also thrilled international stars such as Elvis Presley. There aren't that many opportunities for getting to see a BMW 507 live, since only 254 units were manufactured between 1955 and 1959.

Now the sports roadster is celebrating its 60th birthday and the most significant special variants are on display. There is also a truly unique specimen – a motorboat inspired by the design of the BMW 507. Many details, for example the steering wheel, the instrument panel and the side gills, were taken from the original BMW 507.

The original design drawings are also on display, which moved many renowned international design bureaus to create individual interpretations.

The original designs by the then still unknown designer Albrecht Graf Goertz inspired stylists the world over. Designers from famous international design bureaus such as Giovanni Michelotti from Italy, created variants of the sports car with its elegant and dynamic shape. Now this wealth of designs, drawings and posters is being presented to the public for the first time in its entirety.

bmw-museum.de



26TH INTERNATIONALES BMW 503 MEETING IN DARMSTADT.

4 TO 7 JUNE 2015

Beate Gontersweiler

“Des wird ludsisch” („This is going to be fun!“) it said on the first page of the roadbook – not a printing error, but Hessian dialect! And it was a statement that turned out to be absolutely true: Sylvia and Heinz H. Hucke had organised a programme for the 503 friends that offered lots of variety and a sociable time for all. 20 BMW 503s from Germany, Switzerland and France arrived at the centrally located Welcome Hotel in Darmstadt on the Thursday. Participants were taken on the first outing even before dinner: a walk up to Mathildenhöhe, which is a unique ensemble of art nouveau buildings erected at the instigation of Grand Duke Ernst Ludwig from 1899 onwards. The latter set up an artists' colony there which was active until 1914, its buildings still standing today (including the Hochzeitsturm or Wedding Tower with its five fingers). An expert guide revealed to us the particular features of art nouveau architecture. Meanwhile the glorious sunshine was making us increasingly thirsty so after this cultural prelude, everyone was very glad of an aperitif. During drinks and the meal that followed everyone had ample opportunity to network: there is always a loyal group of “hard core” regulars at the 503 meetings. The atmosphere was excellent so the evening passed in no time, and the warm summer night provided the perfect setting for a nightcap.

The departure time for Friday morning was set for 8.45 am. Some twenty 503 engines being started put the air sensors of the underground car park in alarm mode and set the ventilation running at full blast. It promised to be a hot day (Heinz Hucke had taken care to order excellent weather) and cooling fluid temperatures began to rise considerably – and ominously – even before the first stopover in Oppenheim am Rhein, i.e. while we were looking for an appropriate parking space along the narrow streets of the historical town centre.



In Oppenheim we had time for a brief tour, including a visit to St Catherine's church. Incidentally, there is an underground labyrinth in this town which branches out underneath the entire historical centre. The second stage of the morning took us to Vendersheim and the Beiser wine estate, where we were served a lavish meal in the shade of some large trees along with fine wines produced by this family-run vineyard. Many participants took the opportunity to fill the boot of their 503 with several cases of wine. The third stage of the day was a trip to the Laubenheimer Höhe estate with its superb panorama: here we enjoyed coffee and cake (nobody went hungry on this day!). Finally the group headed back to Darmstadt where we were taken by bus up to Frankenstein Castle at 7 pm. The count and his monster were not in at the time (fortunately), but instead there was an open-air aperitif waiting for us followed by a delicious buffet at the restaurant. The evening once again passed by far too quickly, but on the way back to the bus there was at least an opportunity to strengthen the international bonds within the group of 503 friends at the castle's Wedding Chapel ...

We then enjoyed a final drink outside the hotel to round off a very hot day – which had not been easy on our cars: nearly everyone complained of an engine that stuttered, jolted or went on strike completely. While the cars recovered in the cool garage, the drivers and passengers retired to their rooms to get fit for the Saturday programme.

The weather again promised to be hot and also thundery – evidence of the latter being a rain shower during breakfast. However, the sun came out again bang on time just as the group was setting off. This time, getting out of the underground car park proved more complicated as not all the exit tickets appeared to work properly. While the cars' engines and the car park ventilation were running at full blast, one dauntless 503 friend – who would prefer to remain anonymous – applied the necessary tools to the exit barrier and finally enabled us to get out into the open air. This time we drove through the Odenwald district to Michelstadt, where we went on a three-hour guided tour of the old town and found out all kinds of interesting historical facts. A little behind schedule, we then proceeded to Neunkirchen for lunch where Heinz presented us with our memento of this year's meeting: a pitcher for Äppelwoi – the apple wine that is a speciality of the region. And by the way: the proper way to drink Äppelwoi is out of a special glass with a diamond-shaped pattern on the outside!

After lunch the trip continued under menacing dark clouds (which did shed some water on our vehicles) to Heppenheim („Vettelheim“) where the programme included a short visit to the town centre. After this we were entertained on the wine terrace at Rebmuttergarten before setting off on the return journey to the hotel. Back in Darmstadt, the 503s were



positioned in front of the Mollerbau on Karolinenplatz – an excellent picture for us as well as for interested passers-by.

We walked to the nearby Restaurant Sitte for dinner. The aperitif was appropriately served in the car park (where else would you expect an automobile club to be served?), the meal that followed was excellent and the atmosphere in the restaurant superb. Franz Schöfmann thanked Sylvia and Heinz H. Hücke on behalf of all participants for organising this year's meeting. A perfect roadbook was provided, the routes were interesting and varied – and everyone put on at least two kilos! But joking aside: a truly wonderful time was had by all in Darmstadt, the vineyards and Odenwald. Many thanks to Sylvia and Heinz – des war lusdisch – it really was great fun!



The next meeting will be organised by Christine and Manfred Saitner in Weissenburg, Bavaria. After the Darmstadt meeting, it makes perfect sense that the next invitation should come from our gastro-entologist. Many thanks in advance to Christine and Manfred - we look forward to it.





FOREVER YOUNG.

BMW YOUNGTIMER EXHIBITION.

Recent classics are a major theme at BMW Group Classic. We define a 'recent classic' as a collector's vehicle that is not yet old enough to be a vintage or classic car as such.

This particularly includes sports cars or special automobiles dating back to the late 1980s, including rare coupé and convertible versions. Reasons for the status of such automobiles include the high cost of purchase and their safety features such as ABS, airbag and power steering, as well as the fact that they have more lavish fittings and powerful engines. Extremely rare vehicles can be regarded as sought-after recent classics even from the age of just under ten years. For example the BMW Z1, which was much in demand among collectors just a few years after production was discontinued.

Photographs contributed to the large-scale panel "Forever Young"

Several weeks ago, Club members responded to our request and were kind enough to send photographs of their BMW. We were able to print most of these and mount them on a large-format wall in the Black Box at the BMW Museum. So your picture was an integral part of this special exhibition for a period of approximately two months.

We should like to thank BMW Club members most sincerely for their active support. This fascinating overall perspective would not have been possible without their efforts. Lots of museum visitors spent a long time standing in amazement in front of the large-scale panel, admiring the BMW recent classics and the submissions compiled from all over the world.

Once again, a very big thank-you to all BMW Club members who contributed to the success of the special exhibition "Forever Young" at the BMW Museum.

At the beginning of the year we were called upon to compile an "ancestral portrait gallery" featuring beauty shots of the most popular BMW recent classics for the BMW Museum:

- First generation 5 Series E12
- First generation 3 Series E21
- First generation 7 Series E23
- First generation 6 Series E24
- Second generation 5 Series E28
- Second generation 3 Series E30
- 8 Series E31
- Second generation 7 Series E32
- Third generation 5 Series E34
- Third generation 3 Series E36
- Z1



BMW MOTORRAD DAYS 2015.



What began as a small get-together of BMW enthusiasts one and a half decades ago in Austria, has turned into an internationally celebrated festival of worldwide renown. For the 15th time, the BMW Motorrad Days became the main point of attraction for the worldwide motorcycle scene on the first weekend in July. More than 40,000 motorcycle enthusiasts found their way to the hot summer festival in Garmisch-Partenkirchen.

Naturally, BMW Classic was there again, too, with a centrally located tent. Many keenly enthusiastic visitors marvelled at the highlights presented from ninety years of BMW motorcycle history.

This year the time had come for a number of anniversaries:

- 80 years of the hydraulically damped telescopic front fork
- 60 years of the full rear swing models
- 60 years of speed record holding for sidecars
- 35 years of the BMW R 80 G/S
- 30 years of the BMW K 75 3-cylinder models

The exhibits themselves were on display inside the tent. Here you could take a look at the original BMW 500 world record holding motorcycle with sidecar which Wilhelm Noll already rode to a speed of over 282 km/h in 1955. Visitors also went to see a beautifully restored R 17, the first BMW motorcycle with an hydraulically damped telescopic front fork. In addition there were the perfectly restored full rear swing models R 69 and R 27. A

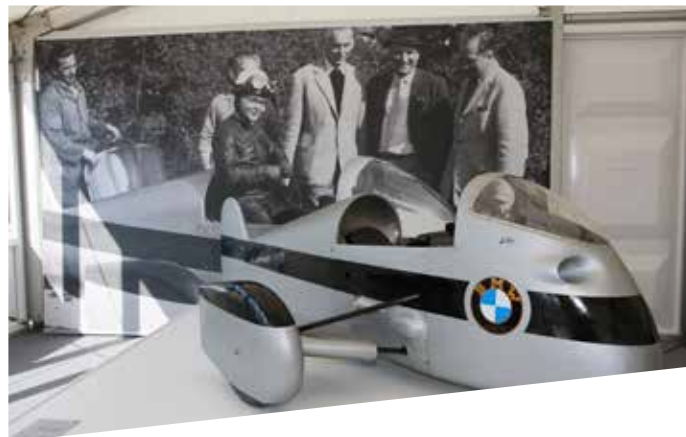


further highlight on show was the original victory bike on which Gaston Rahier won the Paris Dakar Rally in 1985. 35 years of the BMW R 80 G/S were celebrated with a prime exhibit, the forerunner of BMW Motorrad's most successful model series today. The exhibition was rounded off by several BMW K 75 models, the legendary 3-cylinder engine bike. A K 75 police version attracted special attention.

Numerous BMW Clubs had set themselves up in the Classic Tent. European clubs were represented by the BMW Club Deutschland, the BMW Clubs Europe umbrella organisation as well as the BMW Motorcycle Club Italia. The US was represented by the two clubs: BMW Club Riders Association and the BMW Club Vintage Motorcycle Owners. In spite of the tropical heat at the event, the clubs' motorcycle experts answered all the BMW enthusiasts' questions expertly.

The Motorrad Days truly had a great deal to offer: Visitors were given the full BMW Motorrad treatment by stylish custom-bike exhibitors, in motorcycle parades, panoramic ride-aways into the surrounding countryside and thrilling stunt shows. In addition to the breathtaking stunts and tricks presented by gravity-defying riders Chris Pfeiffer and Russ Swift, the much longed-for eighth-of-a-mile Classic Boxer Sprint took place again. All enduro fans also had the chance to thoroughly test the Adventure model series during a small GS "taster" Trophy.

All that remains for us is to thank all the devoted motorcycle fans who came together once again in Garmisch-Partenkirchen for participating with such great dedication. We will surely keep this event as a beacon in our memories for a long time and we've already drawn a thick red line around the dates for the next BMW Motorrad Days on 1 to 3 July 2016.



A GLAS OF IT'S OWN.

DINGOLFING 2015: THE BIG GLAS ANNUAL MEETING OF THE ANNIVERSARIES.

Uwe Gusen, BMW Glas Club

Every ten years, Dingolfing goes into a buzz over Whitsun. This year in particular, since there were four anniversaries to celebrate at the big Goggomobil and GLAS meeting: Hans Glas was born 125 years ago, the Goggomobil was launched 60 years ago, the counterpart to this successful small car – the luxurious GLAS V8 – came out 50 years ago and – last but not least – the GLAS Automobilclub International celebrates its 40th anniversary this year.

Those are some pretty good reasons to celebrate! Goggomobil and GLAS enthusiasts travelled from all over the world to attend. Whether from South Africa, Australia, the USA or Europe – they all took it upon themselves to get to Dingolfing. For Goggomobil fans in particular, the Dingolfing get-together is an important reason to be in on the action every ten years.

Photo: Andreas Gutknecht



Photo: Rita Jany



Photo: Andreas Gutknecht



Photo: Andreas Gutknecht

THE FRIDAY

The ice rink opened punctually at 10 am and participants were issued with their documents. A few days previously, numerous Goggo and GLAS drivers had transformed the nearby so-called Circus Field into a campsite and set up their tents, caravans or camper vans there. Dingolfing does not have enough hotel rooms and guest houses to cope with these numbers, so the campsite was one alternative option and some people stayed in nearby towns, too

Directly adjacent to the ice rink is the stadium – the Isar-Waldstadion – which gradually filled up with vehicles as they arrived. Guided tours of the town and the BMW plant were held from midday onwards, having been booked months in advanced.



Photo: Rita Jany



Photo: Andreas Gutknecht

THE SATURDAY

An exhibition featuring superb GLAS vehicles was opened at the ice rink. The entire GLAS range – from the scooter through to the V8 – was presented according to attractive themes and decorated in 1950s and 1960s style. The people poured into the hall where they were transported back to the heyday of the GLAS plant.

From late morning onwards, the parts market was held at the Isar-Waldstadion. The weather was kind to us, so the “treasures” changed hands in glorious sunshine. As an alternative, bus tours were offered to the nearby automobile museums as well as to the industrial museum in Dingolfing.

By this time, attendance figures were gradually reaching a peak. A total of approximately 800 participants with nearly 500 vehicles celebrated these major anniversaries together.

In the evening there was a gala with guests of honour, speeches and Bavarian music. It was wonderful – though of course virtually impossible to get to chat to all friends and acquaintances. There were simply too many of them.

THE SUNDAY

More GLAS vehicles and Goggomobils continued to pour into the stadium.

After an excellent buffet on the Saturday evening, the programme continued on Sunday with a brunch at which Bavarian veal sausages were served. Then came the day's highlight: the vehicle parade through Dingolfing followed by an excursion. Organised in types from the Goggoroller through to the V8, the long convoy moved off at 2 pm precisely. It was a great experience to see the local population lined up three rows deep, clapping and waving as the vehicles passed.

It's rare to see so much joy at a product once manufactured in your own town. We were so excited – it was certainly enough to give us all goose pimples. From the town, the parade moved onto BMW Plant 2.1, the former GLAS plant. The old halls have since been demolished to give way to more modern ones, and now only the former administration building is still standing.

Instead of passing through the old GLAS production halls - which was still possible ten years ago – we took a clever circuit route, passing some other GLAS vehicles on the way. At the end each vehicle was photographed and then everyone headed off on the excursion, which covered a distance of just under 35 km. This may not sound much, but the gradients to be climbed forced more than one of the Goggomobils to make an unanticipated stop. Eventually they all made it back, however, and we then spent a fantastic evening with an oldies pop band under the motto "Back to the 50s and 60s".

One unexpected programme item was the appearance of approximately 20 petticoat ladies in traditional dirndl dresses from the audience. These women of various ages rocked on the stage, soon to be joined by some bold gentlemen who were likewise appropriately dressed. The audience gathered round the stage and the atmosphere was superb.



Photo: Andreas Gutknecht



Photo: Uwe Gusen



Photo: Uwe Gusen

THE MONDAY

During the morning, the entire GLAS and Goggo community drove to Pilsting, where all the vehicles were parked on the market square. A memorial plaque was unveiled at Hans Glas' birthplace and a Glas monument was inaugurated in front of the town hall. This was carried out by the Glas family, who all attended the celebrations.

Following in the footsteps of the brass band, the entire company then entered a marquee where the successful meeting was rounded off with a convivial afternoon. Along with some 40 of his helpers from the Goggomobil and GLAS driver community, Jürgen Kraxenberger organised a superb and highly efficient get-together which many of us will remember for a long time to come. Thank you very much once again for your efforts!



Photo: Rita Jany



Photo: Rita Jany

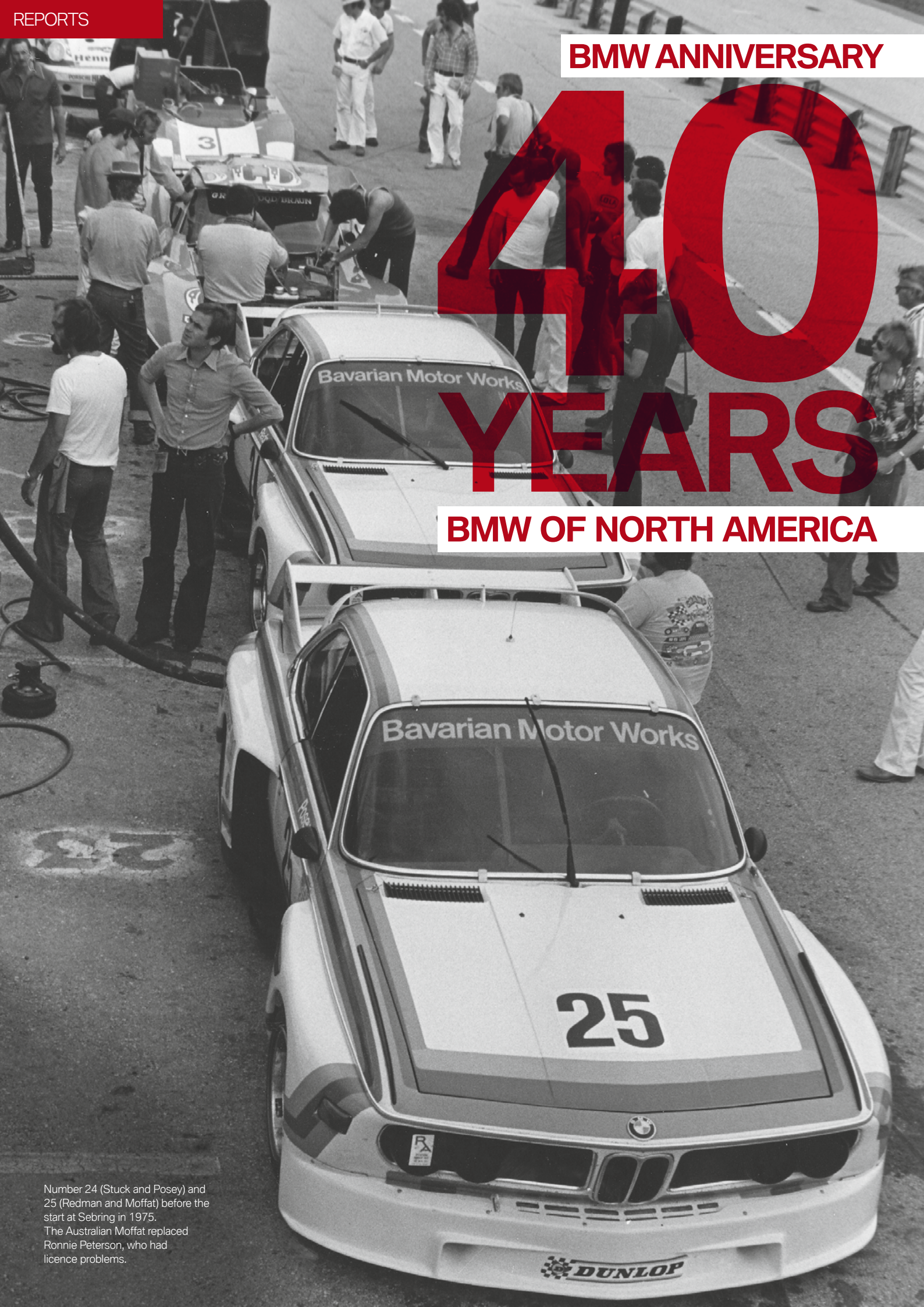


Photo: Uwe Gusen

BMW ANNIVERSARY

40 YEARS

BMW OF NORTH AMERICA



Number 24 (Stuck and Posey) and 25 (Redman and Moffat) before the start at Sebring in 1975. The Australian Moffat replaced Ronnie Peterson, who had licence problems.



THE AMELIA ISLAND CONCOURS D'ELEGANCE 2015.

Dirk H. Strassl

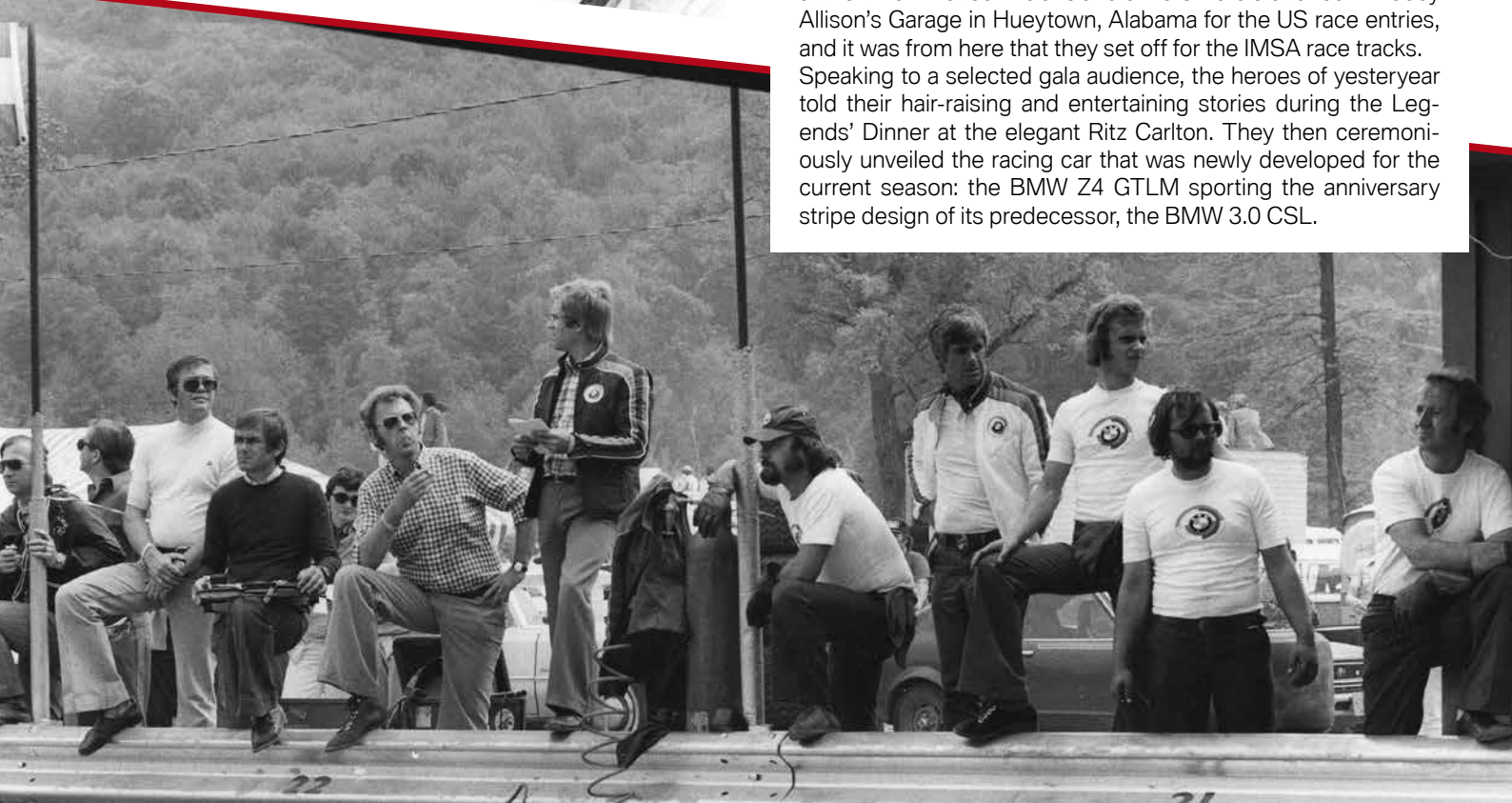
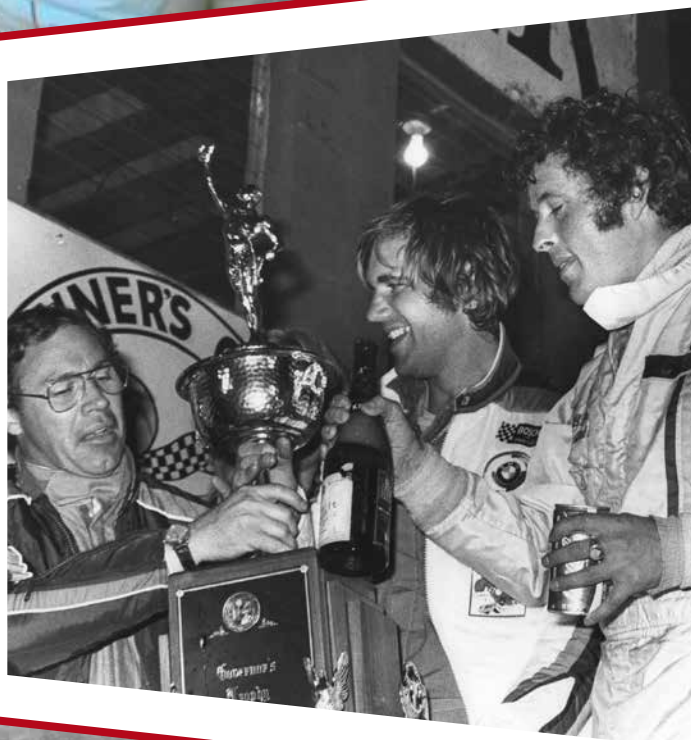
Seeing as BMW celebrates its hundredth anniversary in a year's time, this 40th anniversary may seem less important. But for BMW's proud subsidiary, BMW of North America, this is certainly not the case. A celebration is an absolute must!

For this reason, Amelia Island's highlights – the Ritz Carlton Hotel and the annual Concours d'Elegance in Fernandina Beach – basked in international glamour for a week, with a magnificent dash of BMW style.

BMW NA organised the anniversary celebrations in Florida. The former BMW Motorsport GmbH was represented by Jochen Neerpasch and the BMW Press Office by Dirk H. Strassl, while other invitees included current BMW Motorsport Director Jens Marquardt along with old friends Klaus Kutscher and Georg Blumoser – and of course the winning drivers of the successful first USA racing season in 1975, Hans Joachim Stuck, Brian Redman and Sam Posey. Jochen Neerpasch, Managing Director of Motorsport GmbH in the 1970s, was reunited with his former comrades-in-arms, head mechanic Rudi Gmeiner and his men. Otto Weger, Erwin Kratzer and Peter Heiss once again celebrated the enormous challenge posed by the racing years 1975/76 for the Bavarians in exile in Alabama.

Strassl – BMW Press Officer at the time and responsible for the journalistic success of "American aid" – was clearly happy to relive the events and see a new edition of his very first BMW Motorsport press folder. In 1975, he would fly out a journalist to every race so as to be able to take care of reporting in Europe, too. Indeed, it was not uncommon for the gentlemen of the journalistic fraternity to come in useful as carriers for urgently needed spare parts, not to mention supplies of beer, bread and cheese for the BMW expatriates – strictly prohibited imports in the USA at the time. The technicians and drivers were stationed in Bobby Allison's Garage in Hueytown, Alabama for the US race entries, and it was from here that they set off for the IMSA race tracks.

Speaking to a selected gala audience, the heroes of yesteryear told their hair-raising and entertaining stories during the Legends' Dinner at the elegant Ritz Carlton. They then ceremoniously unveiled the racing car that was newly developed for the current season: the BMW Z4 GTLM sporting the anniversary stripe design of its predecessor, the BMW 3.0 CSL.



above: Dirk H. Strassl and Jochen Neerpasch looking sceptical after a not-so-successful first race in Daytona. The first win came soon afterwards.

middle: BMW Z4 GTLM of 2015

below: The BMWs with start numbers 24 and 25 before the 2015 memorial race in Sebring, behind them the 1975 teams in dark team uniforms, in front the 2015 operations team.



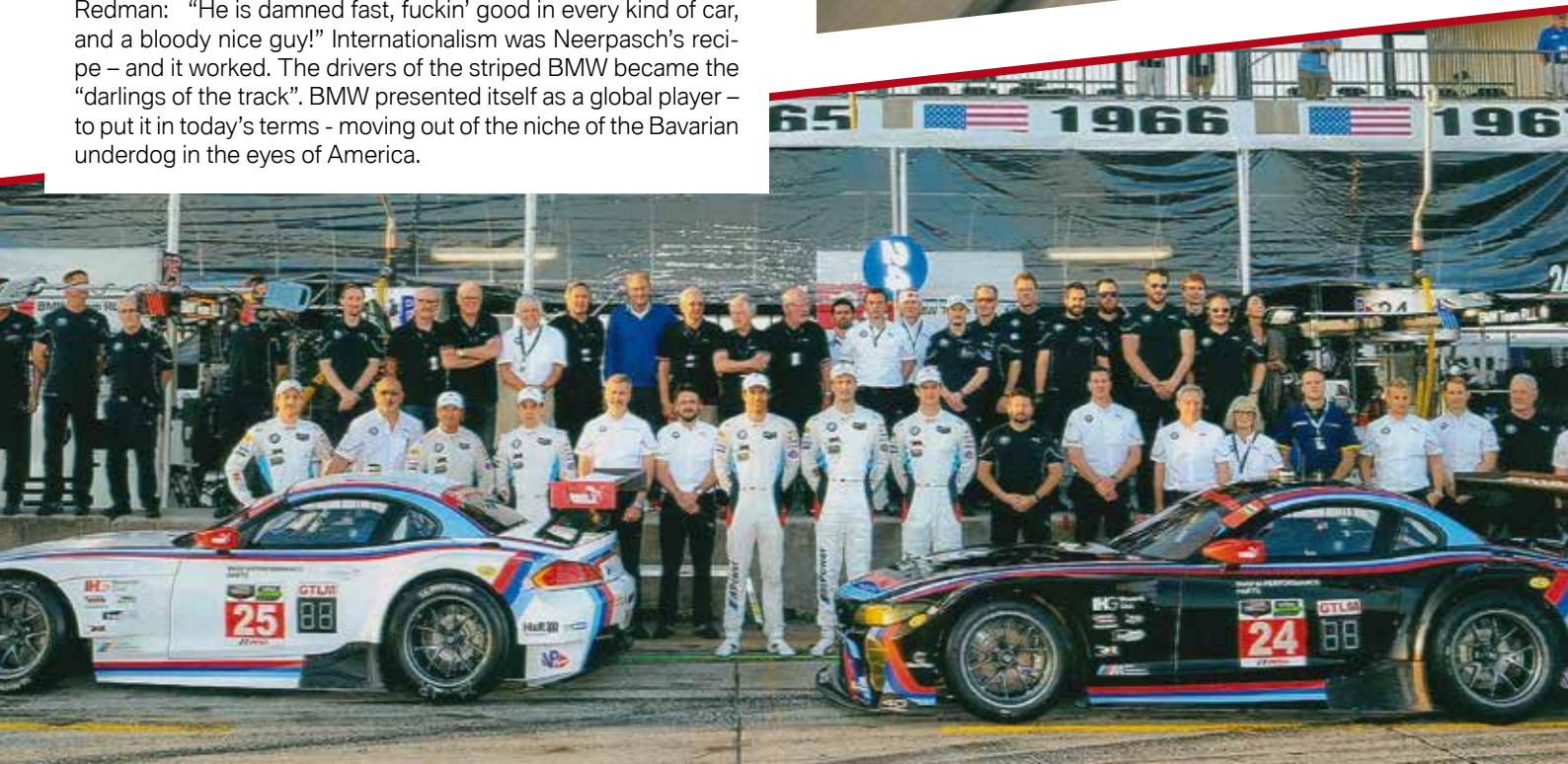
STORIES THAT MAKE HISTORY.

In 1975 BMW relocated its motorsports activities to the USA – where up until then, people thought BMW stood for British Motor Works. The brand’s slim reputation at the time was based solely on the achievements of the BMW 2002 and the multi-brand importer Maximilian Hoffman. It was this same Maxi Hoffman who persuaded Mercedes to build the 300SL and BMW to hire Graf Goertz to design the BMW 507.

But why did BMW rashly get involved in the adventure of the IMSA Series, a racing series that was barely known in Europe? In the press folder, it said: motor racing is an integral part of BMW. But sport has to be about challenges – measuring up with the very best. And this was precisely what was lacking in Europe in 1975: there was no competition from other factory teams. “In the USA, however, we find professionally managed teams that offer good, tough sport ...”

Soon, everyone was talking about this motor racing expedition – both in the States and in Europe. BMW AG’s strategic press liaison work supplied a regular flow of information on the team’s sporting achievements – and even more about the human side of the motley international team.

The line-up had been selected by Jochen Neerpasch, a brilliant strategist, and America instantly embraced Hans Joachim Strietzel Stuck, the Swede Ronnie Peterson, Brian Redman the humorous Englishman, Alan Moffat from Australia and Sam Posey, the poetic American. The 1975 press folder said of Brian Redman: “He is damned fast, fuckin’ good in every kind of car, and a bloody nice guy!” Internationalism was Neerpasch’s recipe – and it worked. The drivers of the striped BMW became the “darlings of the track”. BMW presented itself as a global player – to put it in today’s terms - moving out of the niche of the Bavarian underdog in the eyes of America.





ONE HELL OF A LONG TIME AGO.

The period of down-to-earth sales director Paul G. Hahnemann had just come to an end, and majority shareholder Quandt appointed Eberhard von Kuenheim to head up the company, heralding a new era at BMW.

Charismatic Swiss-Canadian sales director Robert A. Lutz wanted to focus on touring car racing and had made Jochen Neerpasch Managing Director of the newly founded BMW Motorsport GmbH – the latter having been an ambitious racing driver himself and having successfully run the Ford racing outfit in Cologne.

Neerpasch trimmed back BMW's involvement in rally racing, staking everything on touring car success instead. The BMW 3.0 CSL Coupé originally developed by ALPINA was fitted with huge spoilers at the front and rear and featured the image-defining motor racing colours of blue/purple/red – the stripe design that was to be crucial to success in the USA. The inscription BAVARIAN MOTOR WORKS was proudly displayed on the windscreen.

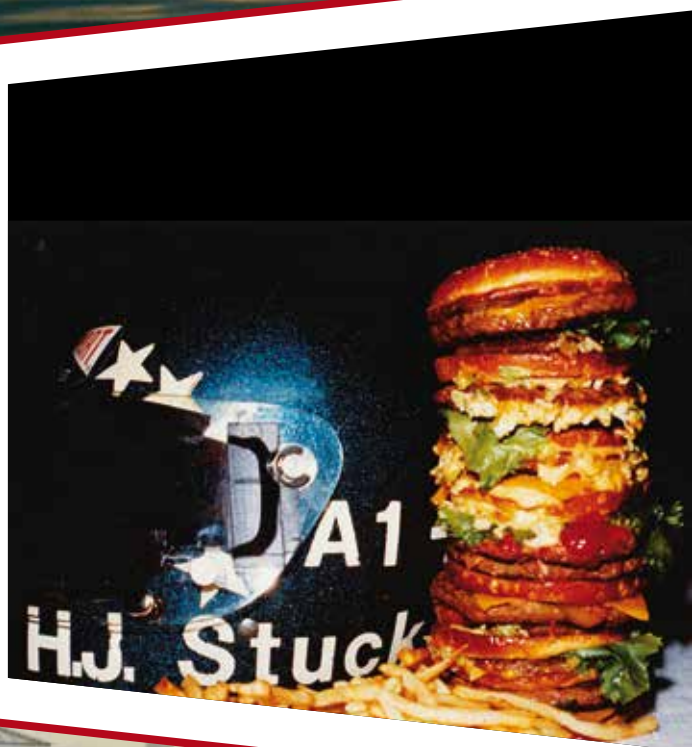
The recently founded US subsidiary BMW of North America, Inc. urgently needed support in terms of image and profile, and even the European market was starting to pose serious challenges that had to be tackled without motor racing as a powerful magnet.

The image-defining 2002 was replaced by the E21, the new 3 Series and bread-and-butter model – the first to lack BMW's usual sporty flair, due to the oil crisis. It was not revived until the BMW 323i came along.

Up to that time, BMWs had only ever been mentioned in the automobile magazines "Road & Track" and "Car & Driver", but by the end of the first US racing season of 1975, the prestigious "New York Times" had featured a major front-page story on BMW's racing and market success. BMW had arrived in the US market.

The author

Dirk H. Strassl was Press Officer of BMW AG from 1974 and took over the PR Department in 1986. He founded the BMW Golf and Tennis Cups and the BMW Magazine and was also responsible for establishing the BMW Club Organisation.



40TH BMW R90S ANNIVERSARY CELEBRATION.

BUCKINGHAM, BUCKS COUNTY, PA / 19 TO 22 JUNE 2014.

Todd Trumbore,

Club member of the Vintage BMW Motorcycle Owners

After many years of searching, my friend Rocky had finally found the R90S BMW of his dreams and now he was ready to share his excitement with other like-minded riders. It was the summer of 2013 when he asked if I would organize a small gathering of fellow R90S riders, I was more than happy to comply.

I knew I could round up 8 or 10 riders from our region, but I soon realised we were approaching the 40th Anniversary of this iconic model. Something much more special was required and I had 10 months to prepare.

I started to canvas our local club members from the Delaware Valley BMW Riders. Club President Tony Karas expressed great interest; in fact, he even offered to host the event at his country estate in the heart of historic and scenic Bucks County, PA. This was music to my ears and just what I needed to jump-start this whole affair. Tony happens to own the very first R90S model imported into the USA. He built a barn museum on his property and filled it with vintage motorbikes and motorcars. What a nice backdrop for this event.

I also wanted to include as many of those responsible for the creation of the model and those responsible for its successful racing campaign. So I reached out to Robert A. Lutz, Hans A. Muth, Udo Gietl, Reg Pridmore, Gary Fisher, Steve McLaughlin, Tom Cutter & Todd Schuster. All happily agreed to participate with the exception of Steve McLaughlin, who was in Europe at the time and unavailable. Robert Lutz also had a conflict with his schedule, but offered to produce a DVD recording, explaining his involvement and the genesis of how it all began.



above: Udo Gietl and Reg Pridmore raced the F750, a highly modified R75/5 (l). Joe Gimpel's 1928 R52 Cannonball entry stands on the right.

middle: Klaus Huenecke (l) listening in as Todd Schuster and Udo Gietl discuss this modified racer.

below: Friday night at the Karas garage.





The word quickly spread through personal contacts, phone calls, emails and the worldwide web. We only had so much space as this was being held at a private residence, so we wanted to limit the rally to R90S owners only. Initially the limit was set at 100 riders, but later expanded to 150 as interest grew beyond our borders. We eventually had riders attending from not only the USA and Canada, but from Australia, England, France, Switzerland and Germany.

The initial one day event was expanded to four days. Now, there was much more planning and organising that had to be done. I had to arrange and provide lodging for our special guests and air-fare for Hans Muth, contact caterers for the meals, equipment had to be rented, a stage had to be built and electricity provided for the PA system and for our musical entertainment.

I designed commemorative medallions and key chains. Tony suggested we use that design for the decals and denim shirts logo. I also designed the banners that were used under the tent behind the stage.



I'm not sure I realised at the time, what I was getting myself into. Fortunately I had some help. Artist/Illustrator, John Ritter offered to design a commemorative poster and he did a terrific job! Dave Wood helped me handcraft and assemble the charcoal stoves, provided some tables and volunteered his services throughout the rally. His wife Susan was also a big help wearing many hats. Bruce Edwards helped me build the stage, secure the banners and the video monitor as well as provide the doughnuts each day.

In addition to bringing his beautiful Daytona R90S, Steve Bauer also provided the freshly ground coffee and the coffee brewing system for the entire event. John Yee handled the awarding of

above: A heroic, but ultimately unsuccessful, attempt to spell R 90 S with bikes.

left: by Jeff Whitlock – What does your R 90 S say on its licence?

right: German policeman Steve Bauer discussing Todd Trumbore's riding style.

the door prizes and merchandise auction. Our local club handled the security and parking details and attended to the many needs throughout the long weekend.

The Rally started on Thursday with guests and riders arriving, unpacking and getting settled in at their lodges or setting up their tents. Later in the day, chili and hot dogs were served and enjoyed around a large campfire. For our special guests, Tony's wife Stacie, prepared more formal dining arrangements.



Friday started off with a 20 minute video produced by Robert Lutz explaining how the model came to be and how it changed the future for BMW Motorrad. Hans A. Muth made a wonderfully detailed presentation discussing the design aspects of the bike. Udo Gietl led a group discussion covering the racing programme along



with Reg Pridmore, Gary Fisher, Todd Schuster & Tom Cutter. As you know, BMW won the Superbike Championship in 1976 with this team and Reg the overall winner.

There were more presentations and autograph sessions on Saturday along with a tech session by master mechanic Karl Myers. I led a group of 26 riders on a tour of Bucks County covered bridges. Max BMW displayed their R90S project, which was built from BMW's extensive catalogue of available parts. Bill Peretti, owner of Daytona BMW, displayed his F750 race bike (predecessor to the R90S Superbike), built by Udo and raced by Reg. Gary Fisher, with some help from Tony and others, managed to fire up the bike and take it for a short ride.

We had some really nice catered meals on Friday and Saturday for lunch and dinner. Motorrad movies were viewed under the giant tent on Friday evening and we brought in a live band for Satur-



day night which had Hans Muth showing off his dancing abilities. Sunday morning started off with more coffee and doughnuts and tyre kicking before reluctantly packing up the tents and getting ready for the journey home. Hans Muth returned for some final thoughts and to see everyone off. One by one the riders fired up the bikes and rolled down Tony's long driveway as they waved good-bye.

We were blessed with wonderful weather, terrific guests and gracious hosts. This was an event I will never forget thanks to the many who helped to make it a success.

left: Udo Gietl graciously signing autographs for his followers.

right: Chefs Ed Sagendorf and Kim Coates catered the Bavarian Dinner on Saturday night.

below: R90S es in formation along Tony's driveway.





WET SKIDPAN GYMKHANA. CHALLENGE.

Paul Roebuck, Club BMW Car Club Gauteng, South Africa.

On 24 March 2015, the BMW Car Club Gauteng held a wet skidpan Gymkhana at Zwartkops Raceway. The weather was fantastic for the day as the sun was out in full force. The skidpan filled quickly with a full array of beautiful cars, and excited people ready to play in the wet.

Registration started at 08:00 where excited drivers were given their numbers and a big Bridgestone sticker for the front window of their cars which made the cars look the part. After the cars had been branded, the drivers' briefing started at 08:30 where everyone was told about the Do's and Don'ts for the day. When Colin had finished the drivers briefing he gave everyone a nice slow demonstration of the first course on the left and right sides. Most were cautious to line up first and decided to watch the first few runs but like penguins everyone started lining up after a few cars had finished their runs. Big crowd-pleasers for the first route were the massively powerful M5 and M6 cars which generated sounds that make all petrol-heads weak at the knees, spitting and cracking as they fought for traction on the wet surface.

I was happy to see the drivers being bold enough to take off their traction control systems, which allowed them to explore their cars and practice proper car control in a managed environment. The crowds loved seeing their friends and family losing control and desperately trying to rein their cars back in as every second counted. It was great to see so many ladies involved in the competition and they proved that they can drive with as much enthusiasm as the men.

The first round went smoothly with a few people learning a lot about their cars and driving skills. Everyone was very eager to start the next round. Colin showed us all the next route nice and slowly which was a bit more



technical but looked really fun. People were much more eager now and lined up quickly. There were a lot of spin-outs and mistaken doughnuts but smiles all around. The Z4 M cars seemed to thrive on this route, The blue Z4 M of Andre Hartman looked as if it was a scalextric and danced perfectly around the cones coming in at a amazing time.

The third route was a lot more technical and seemed to make a few people nervous as no one went to their cars after the route was demonstrated to everyone, we all just stood there... waiting for others to step up. After a few minutes of people looking around thinking "I don't want to be first" we heard some engines come to life and line up. The course got the better of a lot of drivers out there but some did fantastically well, including the extremely skilled Marco and Shantell van der Schyff who drove their E36 328i in a way that would make Ken Block proud.

A jaguar F-type had a great time struggling for grip, as well as the mighty M cars which were sliding and having a great time. The Ribeiro ladies in a red and yellow Audi had a particularly exciting time exploring the extents of the car's grip. Colin again surprised the crowds with his 745i that was older than some of the drivers of the day, putting up some of the best times that were hard to match.

The pan was opened for playing with no scores so everyone could get to know their cars better. Everyone had loads of fun and smiles. We were all gathered for the prize-giving and we were all excited to see how we did against our friends. The top place for each place is listed bellow. Everyone put in a great performance, especially as most had never done an event like this.

There was a great turnout for the day with over 50 cars each having a turn and still having time to spare for playing at the end. Well done to Colin for organising and Androniki for helping everything run so smoothly.

Looking forward to the next event and I am sure so is everyone else who came to enjoy their cars.





The results for the BMW category were:

1st Craig Watson in his black M135i with a time of 35.57 seconds. **2nd place** went to **Marthinus Visser** in his E90 335i with a time of 37.37. **3rd place** went to **Luis Malhou** also in a E90 335i with a time of 38.10 seconds.

The **ladies class** was closely contested which was a pleasure to watch, we need more female drivers in motorsport.

1st place went to **Androniki Pouris** in her M performance 125i with a time of 38.23. **2nd place** was **Raquel Ribeiro** in her yellow Audi S3 with a time of 43.02. **3rd place** **Mary Ribeiro** in her Red Audi A3 with a time of 44.37.

M category 1st place went to **Rupert Giessing** in his Z4 M with a time of 38.27. **2nd place** was **Pieter Lombard** in his lovely original E36 M3 with a time of 39.79 seconds. **3rd place** was **Jonathan Kleinhans** in his Z3 M coupé with a time of 41.41 seconds.

Masters class 1st place went to **André Hartman** who drove his blue Z4 M coupé like a true professional. He was a sight to behold and got a time of 34.14 which was also the fastest of the day.

2nd place was **Colin van Son** in his surprising 745i with an amazing time of 34.68 seconds.

3rd and 4th place was closely contested only 0.31 seconds apart, **Marco** achieved a great time of 35.03 and was closely followed by **Shantell** in their 328i with a time of 35.34.



There were a lot of Non-BMW cars on the day trying to take the top spots.

1st place was **Andries Du Pleesis** in his orange Fiesta ST with a great time of 37.85 seconds.

2nd was **Warren Kemm** in his Audi A4 1.8t with a time of 39.55 seconds and very closely followed was **Neil Van Rooyen** in his beautiful Jaguar XK convertible with a time of 39.58 seconds in **3rd place**.

The last class was the Subaru class which due to unforeseen cancellations sadly went down from 5 to only 3 cars.

So **first place** was **Paul Roebuck** (me) in my Subaru WRX Prodrive with a time of 37.70 seconds.

Followed by **Tiaan De Klerk** in his rally stickered blue STI with a time of 39.98 seconds. And in **3rd place** was **Shane Else** in his Forester with a time of 43.45 seconds.



Overall positions were as follows.

- 1st** was **Andre Hartman** in his blue Z4 M – 34.14
- 2nd** was **Colin Van Son** in his ancient beast 745i – 34.68
- 3rd** went to **Marco Van Der Schyff** in his 328i – 35.03

Well done to everyone! Was a lovely fun day with loads of smiles and laughs.

Story by **Paul Roebuck**
Photos by **RacePics**



Androniki Pouris,

Club BMW Car Club Gauteng, South Africa.

Our first BMW Car Club xDrive Day for 2015 was held on Saturday 16 May 2015, proudly sponsored by Bridgestone and Lyndhurst Auto.

THE ROUGH WITH THE SMOOTH.

16 MAY 2015

**BMW CAR CLUB
xDRIVE DAY.**

We again made use of the Bridgestone facility, Leeuwenkloof, which is very close to Hartebeespoort Dam and offers over 1,000 hectares of the best that nature has to offer including many off-road challenges and interesting topography such as caves.

When we arrived at the venue on Saturday morning, we were greeted with tea, coffee and snacks. A quick briefing was held just explaining the proceedings of the day – the group would first do a 4x4 course then a dirt skidpan. The off-road course was either done in your own X vehicle or else you got to experience a new X3, X4, X5 or X6 that was provided by Lyndhurst Auto. The dirt skidpan is a fun timed gymkhana in an X1.

The off-road course demonstrated the impressive off-road capabilities of these BMW xDrive vehicles, which have certainly proved that they are not “soft-roaders”. Participants got to experience the depth of off-road capabilities these xDrive vehicles have to offer including Axle Twisters where one or two wheels are in the air and all you need to do is accelerate to move forward, the xDrive system does the rest! Participants also got to experience HDC (Hill Descent Control), which controls the vehicle’s speed on a steep downhill without having to touch the brake pedal and the speed desired can be set via the cruise control stalk. All each driver had to do was steer (i.e. let go your feet just not your hands!).





The skidpan course was quite a challenging one with three zig-zag slaloms, followed by a U-turn, back through the same three slaloms, a sharp right into an emergency lane change, followed by a 360 degree loop before stopping in the “garage” (and sometimes overshooting the garage and stopping in the kitchen!). Each person got to drive the same vehicle to help level the playing field with their choice of traction control on or off. First a practice run then the timed run – massive smiles and excitement and an incredible amount of dust ensued as the participants raced around and sometime even over the cones in effort to stop the clock as quickly as they could.

The **fastest Lyndhurst Auto customer** was **Stephan Jansen van Rensburg** with a time of 31.72 seconds, closely followed by **Mark Silverwood** with a time of 31.97. **Kevin Chetty** took **3rd place** with a best time of 32.07.

The **fastest BMW Car Club Gauteng club member** was **Kyle Zaayman** with a lightning fast time of 31.56 seconds. **Charl van Straaten** took **second place** with a time of 31.97 seconds and **Ashlay Sauren** clinched **third place** with a time of 32.06 seconds.

We even had a **ladies class** on the day with **first place** taken by **Androniki Pouris** with a time of 32.18 seconds. **Lezelle Hohls** was **second** with 35.59 seconds and **Nirvana from Lyndhurst Auto** took **third place** with a 36.68 seconds.

We would again like to thank our sponsors Bridgestone and Lyndhurst Auto, without whom this great day would not have been possible.

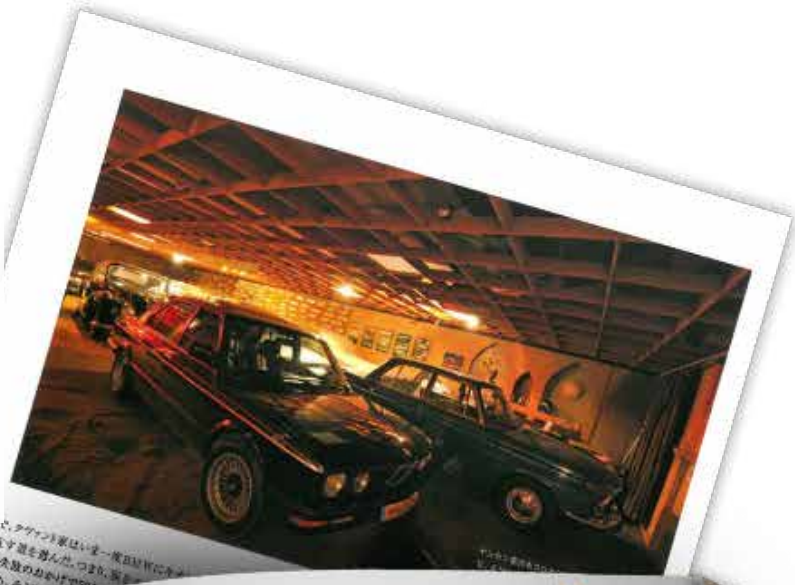
Photos by Racepics.co.za



TAKING A BROADER VIEW.

We repeatedly receive inquiries from international journalists looking for special cars marking various occasions. Prior to the press event on the topic **"40 years of the BMW 3 Series"** we were asked by a Japanese group of journalists who were in Germany to photograph classic cars in the BMW 3 Series and to interview their owners. It didn't take long to find BMW Club Members who were willing to receive the group. The Japanese journalists were especially interested in a collector in Allgäu and one in Rothenburg ob der Tauber. Thanks to this cooperation a very impressive special edition with a multi-page report was created in "The Car Graphic". And we thought you'd like to see a couple of the pages from the Japanese magazine, as the results are rather good.

We would like to take this opportunity to express our sincere thanks to everyone who have supported us on occasions like this and to encourage all to take part next time.



BMW 著名コレクターのガレージを訪ねて BMW Enthusiast #1

語り継ぐべきもの クラウス・ヤンセン Klaus Jansen

一台のクルマを所有し、愛し続けることさえ、なかなかままならないこの時代。だが、一念の想いを置き、デビューから40年を越えた3シリーズを見つめる人々は少くなく、今ではドイツ全国でも、とりわけ3シリーズへの「思い愛」を寄せる。ふたりのコレクターの話を聞け、そのコレクションをのぞいて、3シリーズへの想いを語っていただいた。

Report: 車検 藤原 Yeshihiro Hayata
photo: 高橋 徳実 Nobuhito Takahashi

なんのために伝承?
「コレクターと言いますが、私には人々の記憶が大事なんです。3シリーズの特別なコレクターとして知られるヤンセンさんは、昔に製鉄と収められたおかげで、1970年代後半には、そう願った。ハードウェアに重きを置いて、コンディションを高めることに、クラブを介して、集まる同好の上から、目的の車をいかに手をつくりあげよう、ということでしょうか。3シリーズの魅力ですか? ます、コンパットで、それがいいんです。」

「ドイツで生まれた自動車では、古い自動車でも30年前のものは、もう「クラシック」と呼ぶのですが、その手前のまだ新しい古いセドリックカーは、「セダタイマー」と呼んでます。いわゆる中古車ですね。そんなジャンルに乗ってどうするの、と言われるような(笑)。でも、買ったらおかない、このあたりの時代のクルマを守るのには、やはりクラブなんです。価値あるものでも、大学生や若い人には守る余裕はない。それと、みんなでお話をし合ひ、話を聞いていけばおもしろい。30年以上だと、50年くらいだと、場々を無感があります。セダタイマーはない。ですから、それをクラブで、共同で、お前曲にのります。いいクルマに乗ってみたいから、買おうという人がいて、ある意味で、お金のあふれる人がクラブしていく。長さだけで買われてしまいます。そこに自分の使命があると思っています」

「BMWは、自分たちの作ったクルマに、無言のうちに敬意を払うのが伝統的だった。メルセデスやフェルディナンド、古いパーツを受け入れ、レストアしてまた市場に売ったけれど、真鍮、クラシックカーとして扱っている自動車と比較するとBMWは少ない。なんとおもしろいクルマを乗っけてBMW界にかけあって、いままう一度聞いてくれたらいい」

「会社の歴史が長いので、伝統を守る意識が強いから、おもしろい。経営者として歩いてきて、最後はこれだけ残したにも関わらず、昔ながらのクルマも大切に、30年ものこと、メルセデス・ベンツが経営不振のBMWを買収するという話もあつた。実際、最終的として、この手の歴史が守られて、BMWは必要書類をすべて提出し、思いに頼ったうえで、メルセデスは投資をし、再生してやり直しようとしたところ、BMW側から後継された投資家がBMWを買収するといふのは、BMW側の歴史は本当に30年かかっている。なぜか守られていた。で、経営の歴史は過去、ならばおもしろい。おもしろい。つまり、メルセデスに買収されたんです。でも、おもしろいこと」



THE E9 AND I.

GERHARD DE VRIES.

Allow me to start by introducing myself: My name is Gerhard de Vries, age 50: I have been an active association member of the BMW Club Netherlands Commission since 1996, as well as an ambassador of the BMW Club Netherlands.

19 years ago I came across the E9 3.0 CSI in Alpine White, a car which was provided by Henk Speek of Brové (former chairman of the BMW Coupé Association Netherlands). Where had this car been? I wanted to buy it but I was told that it had been damaged so badly in an accident that it had to be scrapped.



After searching for two years I found a 2800CS in Fjord Blue. But five years later I realised it was badly rusted and I decided not to spend any more of my time on it.



In 2005, I took on a side-lined restoration project and decided to put an E9 in my garage once again – this time in Polaris Silver. It was disappointing. Once I had assembled everything I needed, I started welding the metal parts and reconstructing the interior.

However, there was a problem. I couldn't get any sound out of the engine. On closer inspection it seemed that the engine was stuck and there was no way of getting it to move. So I then set off in search of another engine for my E9, and eventually I found one. Unfortunately, however, I lacked the space and the knowledge to replace it.

My friends at St. Anthonis HencoCars offered to take care of the changeover for me, so at the end of March I was able to drive the first few metres in my 2800CS.

All that was missing was the mandatory TÜV technical inspection, then the first stage was complete.

Of course there was still a lot to be done, but after nine years I finally wanted to enjoy my dream automobile. The time finally came on 13 April 2015. I went with my son in my E46 touring to collect the E9. Right away the two of us went on our first trip in the E9 and travelled 140 km. It felt really special.

My great desire now is for me and my classic car to be involved in the BMW 100th anniversary and the opening of BMW Classics in Munich in 2016.



SEPTEMBER

Goodwood Revival, England

11.09. - 13.09.2015,

grrc.goodwood.com/section/goodwood-revival/

CCA Oktoberfest , New Jersey, USA

21.09. - 27.09.2015,

bmwcca.org/content/46th-annual-bmw-cca-oktoberfest-presented-michelin

OCTOBER

International Council Meeting, Melbourne, Australia

17.10. - 21.10.2015,

bmw-clubs-international.com

VETERAMA, Mannheim, Germany

09.10. - 11.10.2015,

veterama.de

NOVEMBER

Night of the White Gloves at the BMW Museum, Munich, Germany

20.11.2015,

bmw-welt.com

BMW Clubs Asia Meeting, Chenzen, China,

27.11. - 29.11.2015,

kahwong@hotmail.com