



Council News

3/09

BMW Clubs International Council Newsletter



Austria - with its beautiful countryside a dream for motorcyclists

Highlights of this issue:

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- **Report:** BMW Z4 Test Drive
- **Report:** Turbo Treffen
- **Current Events:** DERAG – BMW Club Special
- **Diary:** Key international events for the BMW Club scene and BMW Classic

Austria – a cornering paradise

Austria has much to offer the motorcycling enthusiast. Thrilling mountain tours with a perfect blend of winding roads, gentle hairpin bends and high Alpine passes. Narrow alleys and solidly constructed mountain roads make for a perfect outward journey - and all this against the breathtaking backdrop of magnificent mountains.

Anyone who would like to explore Austria from the saddle of a motorbike should definitely drop in

and visit the BMW Motorrad Club Tirol – situated at the heart of one of the most outstanding motorcycling landscapes and always glad to welcome other club members.

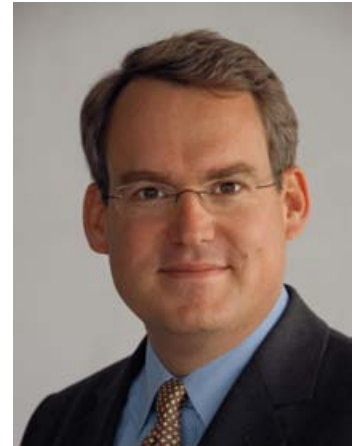
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Dear BMW Club members,

I have been responsible for BMW Clubs worldwide since the beginning of August and I am very much looking forward to the challenges that lie ahead. My predecessor Jörg-Dieter Hübner has gone into well-earned retirement and his shoes will be hard to fill – especially in the areas of technical expertise and experience, but also in terms of personal contacts. He will be no easy act to follow so I would ask you for your patience, support and indulgence where necessary.



I was born 40 years ago in Munich, went to school here and initially completed a bank apprenticeship. BMW has always had a special place in the hearts of people from Munich, however, and when I had the opportunity to start with the company after graduating in law in 1997, I did not hesitate. For the past 12 years I have held positions in the press department, initially in business communication, later in company publications and most recently as the company spokesperson for technology communication. At this last stage I was also responsible for the communication for BMW Driver Training. However, my first contact with the brand BMW occurred much earlier on. My very first BMW was a small remote-controlled BMW which I had lots of fun with while still at school. I was already set on taking my driving licence in a BMW, and as soon as I was able to afford it I purchased a BMW myself. I have held a motorcycle licence for some years now and very much enjoy motorcycling in the beautiful Alpine foreland.

In taking on responsibility for the BMW Clubs, I have as my job what many of you do in your leisure time. That's not a bad basis! One particularly interesting part of the job for me is the contact with you – the people for whom BMW is so much more than “just” a manufacturer of fantastic automobiles and motorcycles. I have already been highly impressed with the enthusiasm expressed in the course of my initial contacts. Of course there are criticisms too, but these are necessary. It is criticism that gives us the opportunity to improve. The aim must always be to maintain an open ear for mutual ideas and requests between the clubs and BMW on a partnership basis. With this in mind I look forward to a constructive and productive collaboration with you!

All the very best from Munich,
Ulrich Arendts

Publication details:

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International Club Organisations
80788 München

Always worth a visit

THE BMW MUSEUM GREETS MUNICH. WHY NOT GREET BACK?

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BMW Museum
www.bmw-museum.com



BMW Clubs in Latin America establish umbrella organization in Curitiba, Brazil

Foundation of the BMW Clubs Latin American Federation

By the BMW Clubs Latin American Federation Team

Dear BMW Club friends, new moments are to come. In the center of Latin America and strategically chosen, the beautiful city of Curitiba in Brazil received us for the meeting where the foundation of the BMW Clubs Latin American Federation was going to be held. We spent 3 days of special heart beat BMW usually inspires.

Being a great success of concurrency and results, where friendship emerged instantly and spontaneously, six countries came together: Argentina, Brazil, Chile, Costa Rica, Mexico and Uruguay.



Simply fascinating – Motorcycle museum of Curitiba

Antonio Munhoz, from Brazil and the President elected for the Latin American Umbrella, despite his excellent conduction, and reception, shared with all of us the friendship of his own friends who gave a great support and contribution of the cause, participating actively in the development of the trip and meetings, in great places, museums, and restaurants, with delicious and typical Brazilian and Italian food escort by Argentine wines.

We were all surprised with the private and exotic motorcycle museum of Curitiba where passion and tenacity of his owner João Carlos Ignazewski is alive, showing models of rare bikes, meticulously maintained with all minor details being cared; he also has his own workshop. Captivating. We visited BMW Euroimport and BMW Motos Star News cars and motorcycle dealers having the pleasure to be received by its owners. We were guided in a mini tour showing us all the structure appreciating the configuration of the BMW cars for Brazil. Also at the motorcycle dealer many models were there to be admired.

And the most important moment arrived then where the meeting developed, in a comfortable event room of the Radisson hotel, where the objectives, roles and principles of the BMW

Clubs Latin American Federation has been explained. The expectation was high but being sponsored by David de Bruyn, Vice Chairman Motorcycles of the International Council Board, was a warranty of success as his experience and professionalism accompanied the whole process from the beginnings, and in a glance the voting of the foundation board was already done. Antonio Munhoz, Rubén Tenorio Vasconcelos, Dr. Mariano Varsky, Dr. Harry Françaia were elected as President, Vice President, General Secretary, and Treasurer respectively.

The baptism of the new umbrella was a table plenty of gifts from South Africa – where David is from – fulfilled with spiritual meanings and good wishes. Thank you David! The humour and solidarity of Rubén from Mexico charmed the entire atmosphere as always. Also regional gifts brought by the representatives of the countries who attended were kindly offered to each other. It was a great moment, as all the work was there.

We gently invite you all to get familiarized with the principles of the Federation, which inspired the spirit and north of it, embodied on the constitution form. Lot of concepts, experience and tradition of Mexican motorcycle Club life is essentially there, represented by Rubén from Mexico.

The BMW Clubs Latin American Federation will be finally confirmed by the acceptance of it by the BMW Clubs International Council at the annual meeting in Regensburg, Germany, on the next September 2009.



David de Bruyn (2nd from left) with the delegates of the BMW Latin American Clubs

Hoping the new Latin American umbrella awake and bring together even more motivation, BMW Club life and friends, with compromise and multiple activities, we would like to invite all the Latin American BMW friends to join us!

BMW Veterans Club Meeting attracts 300 participants

33rd International BMW Veterans Club Meeting in Bad Zwischenahn

Text and photos: Stefan Bordt, Editor BMW Veteranen-Club Deutschland e. V.

Thursday, May 21st 2009

"A very good morning to everyone!" thunders a voice over the loudspeakers at the Wandelhalle in Bad Zwischenahn as host Uli Indefrey officially welcomes the approximately 300 participants to the International BMW Veterans Club Meeting.

With a hearty cold platter and refreshing drinks served, there is an immediate sense of the relaxed, family atmosphere which is so typical of all the meetings and the club life of the BMW Veterans Club. Friends get to see each other again: there's lots to talk about and time flies by.



BMW M1 of Dr. Bernhard Knöchlein

Friday, May 22nd 2009

123 shiny, lovingly maintained BMW vintage cars – 87 automobiles and 36 motorcycles – roll in perfect line-up along the banks of Lake Zwischenahn for the start of the 75 kilometer excursion to the market square.

The trip runs through the unique Ammerland park landscape, filled in the merry month of May with blooming rhododendrons. Originally from the Himalaya mountains, these plants have found their second home in splendid gardens and in the wild in the north-west of Germany. Their variety and spectrum of colours is especially impressive – ranging from a tender, dusky pink to a powerful red and a deep mauve.

Saturday, May 23rd 2009

Rooooaaaar! Among the resounding grumble and thud of the BMW engines starting up in the underground car park you can clearly distinguish the bright sing-song of a 4-valve 6-cylinder engine. A few moments later Dr. Bernhard Knöchlein's orange-coloured BMW M1 rolls up the ramp to the hotel car park.

The flat mid-engine sports car is a spectacular, exotic feature within the large field of historical BMW automobiles, spanning

from the 1930s Dixi to an armada of 327 models from the late 1930s, BMW 700s, Baroque angels from the 1960s and BMW coupés from the 1970s.

Taking up my position in the passenger seat, I very much look forward to this rated run, for which the sun has also punctually appeared.

Once again we enjoy the Ammerland with its cultivated gardens, large trees and old farmhouses. Horses and cows graze leisurely on the extensive paddock land. The landscape provides a vast view of heaths, meadows and moors which seem to extend as far as the horizon.

Accompanied by the trumpeting orchestra of the induction tract at the rear, we glide along the so-called German Fehn Route on a band of asphalt which glimmers in the sunshine, passing dikes, meadows, hedge banks, protected moor areas and water courses. We cross navigable canals on historic folding bridges, the smooth surface of the water reflecting the BMW classic vehicles as they pass.



Rolling BMW Museum on the so-called German Fehn Route

After 160 kilometers the Saturday excursion of this rolling BMW museum is rounded off with a small champagne reception on the market square in Bad Zwischenahn. BMW friends linger in the warm afternoon sun, discussing their impressions of the day as they stand in between the parked BMW classics or sit in one of the nearby cafés.

Further information

BMW Veteranen-Club Deutschland e.V.
www.bmw-veteranenclub.de

Great positive feedback to the first BTI on Tour

BTI on Tour

By Joe and Christine Barich, Z3 roadster Club Deutschland e. V.

At the Z3 roadster Club, we had wanted to look further afield and find out what “the other” BMW Clubs do for some time. And so it was that we signed up for the BTI on Tour – not knowing exactly what to expect.

Since we by no means regretted signing up, we were a little disappointed to find out that we were the only participants from the Z3 Club, so we have written this report to help those considering going on the BTI on Tour in 2010.

Since we had a long outward journey, we set off the previous day and were able to explore the Rhine valley from Bingen in advance. This is itself a highly recommended undertaking. The next morning we only had a few kilometers to travel to the driving safety training course. When we arrived there were many BMWs already there – mainly 02, E3 and 3 Series models. Our 8-year-old Z3 was by far the most recent car in the group.

After a short briefing, the driver training course began. Right through to the afternoon we slammed on the brakes, cranked the steering wheel and swerved our way around the track like there was no tomorrow. Refreshments were served in between – after all, those driving classic cars without power steering needed to recharge their batteries once in a while! Since the water used to sprinkle the grounds was hard, the cars were given a good wash afterwards.



The participants had a lot of fun during the driver training course

While we were still busy cleaning the cars, the Creme21 classic car rally team arrived, having prepared the route, tasks and roadbook.

After a brief driver meeting, we set out on the first stage of the journey at 4 pm. First we drove via Bonn and Königswinter to the Bergisches Land nature reserve. Having dealt with some of the tasks and lots of bends along beautiful stretches of road, we later arrived at the “Große Ledder” manor house, now a hotel facility belonging to Bayer AG. In the barn there was an

enjoyable barbecue evening with lengthy discussions of the driving training course, the tour and tests.

We set off again next morning. Travelling via Wuppertal and the Neandertal valley, we arrived at the BMW sales subsidiary in Düsseldorf at midday, where we were given a warm reception by the Classic Center team. After taking refreshments, admiring the new BMW Z4 and taking a special little test, we set off once again into the region, among other things passing the Gartzweiler lignite mine. Coming from the deep south of Germany, we couldn't help but be struck by this gigantic destruction of cultivated land for the purpose of generating electrical current.



Imposing presentation of the participants automobiles

Following a labyrinthine route, we then travelled on via Schloss Dyck to Kaarst where we checked into a hotel. On this day we achieved an impressive 3rd place in the day's ratings. In keeping with the age of most of the cars, the prizes awarded were from the seventies. For example, we won a Zyliss onion chopper still in its original packaging. A buffet and a drink or two were provided to round off the evening on a convivial note.

On Sunday the trip continued to near Xanten, continuing from there via Moers to Duisburg and the inland shipping museum where the trip was concluded. All participants agreed that the tour had been great fun and should be repeated. Due to the very positive response, the second BTI on Tour will be held from May 22nd until 24th 2010 – this time going from Emsland via Weserbergland into Sauerland.

We will definitely be taking part again. There are pictures of the BTI on Tour 2009 and information on the 2010 tour at: <http://bti-ontour.bmw-clubs.org>.

Further information

BTI on Tour
<http://bti-ontour.bmw-clubs.org>

Pure roadster pleasure

BMW Z4 Test Drive on May 15th in Dielsdorf

By Christian Moser, Treasurer of the BMW Club Seetal

On May 15th, six board members of the BMW Clubs of Switzerland had the opportunity to try out the new BMW Z4. We were warmly received by Mr. Beda Durrer representing BMW Switzerland AG. Mr. Durrer started the Z4 Test Drive with a short presentation. He explained the long BMW roadster tradition which started with the legendary 507 and continued with the Z3, the Z8 and the first Z4. Now a new era is starting with the new Z4 with aluminium roof.

Some advantages of the new BMW Z4

Increased comfort and improved all-round vision due to the small corner window when the roof is closed as compared to the predecessor model; pure roadster pleasure when driving open top; thanks to BMW EfficientDynamics, less emissions and a lower level of fuel consumption at the same level of performance. In terms of fuel consumption the BMW Z4 sDrive 35i is virtually unbeatable. Which other 300 bhp automobile makes with an average of just 9 litres of fuel to 100 kilometres?

A typical roadster which converts into a sporty, elegant coupé within 20 seconds



BMW Z4 sDrive 35i with 306 bhp and a torque of 400 Nm

After this introduction and a cup of coffee, the group went to the vehicles and it was time to start the ride in the new BMW Z4.

Guided by the passenger and the roadbook, we drove towards Dübendorf, and Winterthur, heading for Schaffhausen via countless villages and via winding country roads until we arrived at a campsite. Here the roadsters were inspected and admired from all angles. It was also possible to compare all the various equipment variations and details. For the market launch there are three in-line 6-cylinder engines available. The sDrive 35i with dual turbo has an output of 306 bhp and a torque of

400 Nm at 1,300-1,500 rpm. This enables breathtaking acceleration from the very lowest engine speeds. The engine sound is something you have to experience for yourself: your heart instantly skips a beat. Gears are shifted in a fraction of a second by means of a 7-speed dual clutch transmission. Driving dynamics control permits three different vehicle set-ups: the settings Normal, Sport and Sport+ allow the accelerator pedal curve, engine management system and the DSC set-up to be altered. The sDrive 30i has 258 bhp and 310 Nm and the sDrive 23i has 204 bhp and 250 Nm of torque.



The brand new BMW Z4 in front of the BMW Group Switzerland

After the change of drivers, I finally got to take the wheel myself. At last I was able to experience the driving response of the new Z4 at first hand. I liked the Sport mode of the dual clutch transmission best. Here you can determine the shift points yourself using the paddles at the steering wheel. The BMW Z4 sDrive 35i is a perfect sports machine of the very highest quality. The sound of the in-line 6-cylinder is breathtaking, deeply purring in the low engine speed range and growling at higher engine speeds – typical BMW! It was very difficult for me to hand back this amazing vehicle.

But first of all we had to go through customs and feel the head wind on German country roads. Meanwhile we tried out the various features and enjoyed the car's perfect handling. The extended leather trim gives off a sense of pure luxury and perfect craftsmanship to BMW standards. As we slowly approached our destination of Dielsdorf it was soon time to take leave of our great vehicles.

I should like to conclude by thanking BMW AG (Switzerland) and Mr. Durrer most sincerely on behalf of all participants for inviting us to this event. We will be glad to attend any similar event in future.

Further information

BMW Club Seetal
www.bmwclubseetal.ch

BMW M Drivers Club: active driving event

“M Race Day” at the Salzburgring

Text and photos by Dietmar Stanka, BMW M Drivers Club

The traditional "M Race Day" of the BMW M Drivers Club once again enticed numerous M drivers to the Alps this summer, all keen to race in the sunshine. Markus Gedlich, Chief Instructor of the BMW M Drivers Club, and President Dr. Martin Küster had once again put together a top-class driving program. One feature which was especially popular among drivers: free training on the Salzburgring, which offers such an attractive combination of top-speed stretches and harmonious bend sequences.

It is now customary for the weather to have a positive impact at this summer event on the beautifully located Salzburgring. Though it was cool and rainy for days before, the clouds cleared on Saturday morning and temperatures climbed to over 25 degrees. So there was plenty of reason to be in a good mood and run a few hot laps on the circuit.



Prior to the start of the obligatory starter lap at the race track

But first the “guide” Markus Gedlich led the obligatory starter lap, explaining the track to participants. Providing information on the four-stops chicane after the finishing straight, the Nockstein hairpin, the paddock bend and the chicane before the pit lane, the Chief Instructor commanded maximum attention.

After this first lap, participants were split up into two groups in which to run the track at a slightly higher speed in the slipstream of Markus Gedlich – driving now the almost classic Alpina Roadster S.

Meanwhile participants had the opportunity to look at four racing cars of diverse origins in the pit lane. BMW M GmbH was actively present on the race track with an M6, fitted with the performance kit, and a local Salzburg man: Martin Zehentner, who grew up in the immediate vicinity of the Ring and works in the company’s sales department, as there to answer questions from members of the M Drivers Club alongside Friedbert Holz, press spokesman of the BMW Group. Incidentally, Friedbert Holz, who is responsible for production communication for the

Z4 and 3 Series, worked for M GmbH for over 20 years as the “spokesman” of the M vehicles and is also a well-known author, his output including the “The CSL Book” published by Gloor Verlag, Munich.

Together with Sarah Engel and Andreas Schneider, Alpina sent the B7 Biturbo, a luxury sedan par excellence with the very finest driving properties. Here Alpine has built a superb vehicle based on the BMW 7 Series: the supercharged 4.4 litre V8 mobilises 373 kW (507 bhp), rolls on the newly designed 21-inch wheels and has a fuel consumption in combined traffic of just 11.9 litres despite an unladen weight of over 2 tons. This figure reflects the words of Burkhard Bovensiepen: “Fuel consumption is a question of intelligence.”

Toni Zorneke and Jan Laborieux of G-POWER presented the current world-record holder, the G-POWER M5 HURRICANE RS (367.4 km/h), and a slightly less powerful but also compressor-boosted M3. In bright orange, the compressors and air induction tracts dominated the engine compartments of the tuned M vehicles. There was a deep glow of satisfaction in the eyes of those lucky enough to take a ride in the 500 bhp G-POWER M3 and especially the G-POWER M5 HURRICANE RS – the fastest sedan in the world with a top speed of 367.4 km/h.



Souvenir photo for a fantastic day at the Salzburgring

After the famous cutlet dinner, the afternoon was put to perfect use with free training. And everyone agreed: the M Race Day of the BMW M Drivers Club remains a real highlight in the Club calendar.

Further information

BMW M Drivers Club
www.m-club.de

Turbo friends on the road in the Netherlands

Turbo Treffen

By Richard Stern, Member of the 02 Register BMW Car Club GB

Once a year some members of the BMW 2002 Turbo Club in Germany (www.bmw-2002-turbo-club.de) meet up in Europe. In previous years host countries have included Austria, Switzerland, Germany and Denmark to name a few. This year was the turn of the Netherlands.

As usual the Dutch organization was faultless; Edwin & Wim had planned everything like clockwork. We left for the event on the Thursday and whilst overtaking a tractor in Holland, my BMW 2002 Turbo developed a misfire. Upon inspection No. 2 spark plug cap seemed badly burnt. Swapping plug caps around didn't seem to help, so it carried on misfiring! We eventually arrived at the Hampshire Inn, set in the middle of a pine forest at Elspeet, where other Turbo owners from all over Europe and a nice cold beer awaited us.

On the first day we had a busy schedule so we didn't really have the time to look at the car. On the Friday we drove out to the Zuiderzee Museum (www.zuiderzeemuseum.nl) via the E22/A7, a road that runs right through the North Sea for approximately 15 miles. It's a strange feeling like driving across the sea. On one side you have the North Sea and on the other a massive man-made lake.



What an impressive view – the BMW 2002 cars of the club members

The Zuiderzee Museum was founded in 1948 but not until the end of the nineteen sixties was the decision to develop an open air Museum made. The Museum Park was completed in 1983, after years of preparation. This provides an image of how people used to live and work around the Zuiderzee between 1880 and 1930. In the evening we returned to the hotel, stopped at a parking bay for a photo opportunity on the way. At dinner most of the discussions were on turbos again and the problems I was having with mine.

Saturday was a more relaxed affair. We left the cars alone and went by coach to Amsterdam, where we went on a very interesting canal trip, and then onto Zandvoort for lunch at a beach restaurant. Then we headed back to the Hotel and dinner to talk

about more turbos. Sunday was checking out time, but Dutch 02 enthusiast Wim offered to take us to his garage and look at my turbo. We followed Wim and then pulled into his drive way to be greeted by a massive old BMW sign on the side of a barn. Inside is Wim's workshop which is a dream garage. He has lifting hoists, pits, a floor you could eat your dinner off, wall to wall BMW 02 memorabilia, all the old BMW diagnostic equipment and a bar! How cool is that?



Wim's dream garage with a lot BMW 02 memorabilia

Wim set about my turbo and within ten minutes had diagnosed the problem – the number 2 spark plug electrode had broken (or melted) hence the misfire. Wim cleaned everything up and fitted new Bosch Super 4 spark plugs, within minutes the car fired into life and ran smoothly – problem solved. The car drove faultlessly back over 400 miles without skipping a beat and pulled strong. When I get time I need to fit the heat cover, new plug leads and make sure I only use Bosch Super 4 plugs as these seem to really suit the turbo.

Wim used to work for the local BMW dealer and has owned his lovely Polaris turbo for nearly 25 years. A big "Thank You" must go to Wim for saving our weekend and to Edwin for a fantastic meeting.

Further information

02 Register BMW Car Club GB
www.bmwclubgb.co.uk/rm/02.asp

DERAG – BMW Club Special



MORE INFORMATION: WWW.DERAGHOTELS.COM



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Portrait: BMW Motorrad Club Tirol



BMW Motorrad Club Tirol

Shortcuts unwanted.

I have been an enthusiastic fan of BMW since my youth. Back then I drove a BMW 2002 tii. When my son was born in 1989 I had to give my hobby of motorcycling for the time being. But nine years later it was time to start again. Riding a new BMW motorcycle, I was of course keen to share my passion with others. So I had the idea of putting an advertisement in the newspaper to look for like-minded individuals.

It was not long before I had gathered together a small group of BMW motorcycle enthusiasts. The first meeting was held in September 1998, and the BMW Motorrad Club Tirol was born.



The club members enjoy being on tour together – both in summer and in winter

Just one year later the club boasted some 25 members. It was characterised by a great love of the brand, with guided tours and annual events such as the legendary BMW Kössen parties. In order to attain the status of official club, the BMW Motorrad Club Tirol joined the association of Austrian BMW Clubs. This

organization became the official umbrella organization of BMW Clubs in Austria in 2003. Tyroleans now regularly attend the biennial Austrian BMW Club meetings.

Every year members of the club organize several outings and other program items, keeping club life active and interesting for everyone concerned. In addition to motorcycling in the summer, we also have winter events such as sledging evenings, curling competitions, indoor go-karting and Törggelen evenings (convivial autumn events at which special local foods are served). This gives us the opportunity to integrate all family members in club life, both young and old. The constantly increasing number of active members indicates that we appeal to a large number of BMW riders with our annual program. Today our BMW Club has almost 50 active members and we are especially proud of our lady members who either ride themselves or as pillion passengers.

We meet once a month to discuss current information or maintain personal contact. In addition to the hospitality and sociable company offered by the club, all members also show a high level of loyalty to the brand and the club. Come and see us and enjoy the mountainous nature of our local landscape.
Yours, Harald Flecker, President

BMW Motorrad Club Tirol

Founded:	1998
Members:	50
Type:	Motorcycle club
Website:	www.bmw-club-tirol.at

Diary

There is still a number of promising events coming up this year which you should definitely not miss. From now on you also find the 2010 events. You would like to have your event listed in the club newsletter? Then simply send us all your event details.

You will also find a current calendar of events on our website at www.bmw-clubs-international.com



BMW classic cars of the 60's and 70's at the "Neue KlasseTreffen" in Eisenach

September	September 10 – 14	BMW Z8 Club celebrates 10 th Anniversary of BMW Z8 in Munich (D) http://www.z8-club.de
	September 11 – 13	Chronoswiss Classics 2009 (D) http://www.chronoswiss-classics.de
	September 12 – 16	International Council Meeting 2009 in Regensburg (D) http://www.bmw-clubs-international.com
	September 17 – 27	IAA 2009 in Frankfurt am Main (D) http://www.iaa.de
	September 27 – 28	"30 Years Alpenshooting" Reloaded - Tour to the Fernsteinsee (D/A) http://www.alpina-gemeinschaft.de
	September 28 – October 04	BMW CCA Oktoberfest (USA) http://www.bmwccaofest.org
October	October 10 – 11	VETERAMA 2009 in Mannheim (D) http://www.veterama.com
Preview 2010		
February	February 5 – 2	Bremen Classic Motorshow in Bremen (D) http://www.classicmotorshow.de
April	April 8 – 11	TECHNO CLASSICA 2010 in Essen (D) http://www.siha.de

Further information

All websites given in this newsletter are listed here for quick reference.

Clubs:

- www.bmw-veteranenclub.de
- www.z3-roadster-club.de
- www.bmwclubseetal.ch
- www.m-club.de
- www.bmwcarclubgb.co.uk
- www.bmw-club-tirol.at

Events:

- www.z8-club.de
- www.chronoswiss-classics.de
- www.iaa.de
- www.bmwccaofest.org
- www.veterama.com
- www.classicmotorshow.de
- www.siha.de



With the Isetta from Paris to southern France