



BMW Clubs' **World** 3/14

BMW Clubs International Council Newsletter

RALLY DAKAR ADVENTURE TOUR PART II



**THE KING IS BACK –
ELVIS'S BMW 507
AT THE BMW MUSEUM**

**7 YEARS OF
BMW CAR CLUB
MEXICO**

**INTERVIEW WITH
MICHAEL EBNER,
BMW AUSTRIA GMBH**

DEAR BMW CLUB MEMBERS,

In 1964, Beatlemania swept North America. Richard Burton and Elizabeth Taylor were married for the first time in Montreal. Nelson Mandela and seven others were sentenced to life imprisonment in South Africa and sent to the Robben Island prison. The IBM 360 mainframe computer was the talk of the computer world while the IBM Selectric typewriter was the mainstay of every modern office.

In 1964, BMW was in the midst of its rebirth with the Neue Klasse 1800 automobile and variants. BMW motorcycles included the R27, R50/2, R60/2 and R69S. All wonderful and valuable vehicles sought after today by collectors worldwide, but a far cry from the imposing and sophisticated machines that BMW is building today, fifty years later.

Fifty years is a long time. And so it is remarkable that in 2014 we are celebrating the fiftieth anniversary of BMW Clubs in Japan – years and years of continuous support for BMW enthusiasts. The first Japanese BMW Club was founded as a bureau of the Balcom Trading Company, the importer at the time. In 1981, the club became a founding member of BMW Clubs International Council. In the same year, the BMW Japan Corporation was founded and the club moved its office to the new corporation. In 1996, the International Council held its annual meeting in Japan. And almost twenty years later we accepted, with great enthusiasm, the invitation from our Japanese colleagues to meet in Japan once again.

In fifty years, club membership and activities have grown. Currently, BMW Club Japan, the four-wheel national club, consists of 350 regular members and 3500 associate members. They host a large number of events during the year, ranging from social events to motorsport activities. BMW Motorrad Club Japan, the two-wheel national club, consists of over 2000 members. They also host an impressive range of events each year and are an especially active club.

The Japanese clubs maintain a commitment to engagement with the BMW brand and BMW owners and supporters via effective communication, engagement in far-ranging activities, and enthusiasm for the brand. The clubs also model the concept of cohesiveness and coordination, building on their heritage and looking forward to new opportunities and challenges.

What do the next fifty years hold? I foresee growth of the membership of BMW Club Japan with many of the associates achieving full membership status. I see Japanese BMW riders taking organized treks abroad. I see stronger collaboration between the two national clubs especially on the international scene as part of both the Asian umbrella and the International Council. But some things will not change – our Japanese clubs being ambassadors to the brand and supporting BMW enthusiasts wherever.



A handwritten signature in blue ink, appearing to read 'Phil Abrami'.

Phil Abrami
Vice-Chair Automobiles
BMW Clubs International Council

1964–2014
**HAPPY
50TH
GOLDEN
ANNIVERSARY
BMW CLUBS IN JAPAN.**

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THE KING IS BACK. LOST & FOUND.



Tanja Stefaniak, Social Media, BMW Group Classic

Rock 'n' Roll at BMW Group Classic. The ground quakes, the speakers shake – Elvis has returned to the building!

After being absent presumed missing, the BMW 507 that Elvis Presley himself drove as a GI in Germany has been returned to Bavarian soil and is being greeted by a fitting welcoming committee. A guard of honour of seven BMW 507 cars stand in line and welcome guests to the opening of the special exhibition “Elvis’s BMW 507: lost & found” in the BMW Museum. Inside the museum, a rockabilly band plays songs inspired by Elvis Presley – complete with look and voice of the appropriate style and vintage. But it is the real star of the show that instantly captivates the audience. Despite its thoroughly pitiful state, the evening’s invited guests are entirely taken with the 507 Elvis. The passing years have not been kind to it, but even so it has an impact all of its own. No rust, no dust, and no dent can remove even one fragment of its grandeur and dignity. The timeless design of Albrecht Graf Goertz has given the car an elegance and majesty that are still visible today, despite all the signs of this car’s negligence and neglect. Indeed, there is no hiding the wretched state of this once so splendid sports car. “I have never seen a BMW 507 in such poor condition as this one,” says Dr Karlheinz Lange, a recognised authority on the 507, who was also in charge of engine development at BMW in the 1980s. He adds: “It is little more than the shell of a 507. And bear in mind that with maybe two or three exceptions, all of these cars are still in existence.” BMW Group Classic has now been commissioned by a customer to subject the vehicle to thorough restoration and return it to its full

former glory. It is a case of rejuvenation treatment with historical significance, as this car can indeed look back on an eventful history. It began its life in 1957 as a BMW works car driven at hill climb events by Hans Stuck, before being pared back down to its original state and handed over to a car dealer in Frankfurt. It was from here that it passed into the hands of Elvis himself, in 1958.

From that point on, the still white 507 attracted plenty of admiring glances, and according to legend regularly attracted lipstick kisses. However, Elvis Presley found these lipstick messages on his white sports car an absolute eyesore, and for that reason he decided to have the car painted red. Whether all this is true is open to discussion, but it certainly makes great material for a story and adds yet another layer to what is already a considerable legend. However, it is shortly after this that we lose track of the car. All we know is that Elvis returned to the States, the now red BMW 507 must also have done. It presumably had a number of subsequent private owners, but it was no longer the subject of any special attention.

That is until now – with its extraordinary comeback. A shadow of its former self, it still manages to hold its head up high above all the damage and rust, never failing to make people stop and stare in amazement. However, two years from now, when the restoration is complete and the car is ready for the public eye, the Elvis 507 will be sure to arouse unknown levels of pure emotion. But for now we will have to be patient and give it the time it needs. And then the comeback will be even more extraordinary.

The King will be back. See you soon, Elvis!



top: Spectacular views greet visitors to Kessler Canyon
bottom left: f.l.t.r.: Ian Branston with Mike Ura (BMW CCA Foundation), Steve Johnson (BMW CCA) and Matt Russell (BMW NA)
bottom right: Mountains provide a stunning backdrop to the cars on display



2014 CCA O'FEST.

Ian Branston, Event Coordinator

Every year BMW Car Club of America members gather to celebrate with fellow members the joy of being a member, and in deference to our Bavarian roots this gathering is affectionately called Oktoberfest. And so it was in June 2014 over 500 members assembled for the 45th year. This time they travelled from far and near to Beaver Creek in the Rocky Mountains of Colorado.

Whilst there were no track-based activities this year there were many other driving opportunities including Autocross, tyre testing, the golf course and numerous roads winding through the spectacular scenery of the mountains. For those less attracted to spending more time driving, the concourse and various dinners provided an equally pleasing alternative. The presence of the i8 as a hole in one prize at the inaugural BMW CCA Foundation charity golf day also created additional interest whilst the car turned heads wherever it appeared.

In 2015 the event moves to the east coast of the country – to New Jersey, where members will once again celebrate things BMW, including the 40th anniversary of BMW North America. All in all it will be a terrific way to get in the festive mood for the big centenary celebrations to take place in Monterey in 2016. We hope to see you there.

top: A BMW i8 donated by BMW NA as the prize for a hole in one
middle: Dining and entertainment in the grounds of the host hotel
bottom: Taking over a parking lot and dodging cones is always fun and very popular

Continued from BMW Clubs' World 2/14

RALLYE DAKAR

ADVENTURE TOUR.

Garry Williams, BMW Owners Register of New Zealand
 Pictures: **Maryann Broderick**

Salta – San Pedro de Atacama (Chile)

It was still raining Sunday morning as we left Salta at 06.00 am to head north through Jujuy province to Ruta 52 and the Chilean border at Paso Jama. Sadly, we were not able to go into Bolivia due to the change in the bike route for the Rally. Thomas reckoned it would take around 3 hours to get us all across the border; I knew it was going to be a long day! Nearly everyone was down with the 'squirts', and a few of us were sick as dogs overnight. The common denominator appeared to have been poor-quality water. I felt so bad I only managed coffee for breakfast. Nevertheless, we made good time in the morning, stopping for a cup of tea in the village of Purmamarca nestled under the Cerro de los Siete Colores (Hill of Seven Colours), a spectacular formation. This village is gorgeous, with ochre adobe houses and ancient algarrobo trees by the bijou 17th-century church. This, and its proximity to Jujuy, has made it perhaps the northwest's most over-touristed spot. Purmamarca is an excellent place to shop for woven goods; a flourishing poncho market sets up on the plaza every day.

Riding at 3,400 metres we came across the salar (salt flat) of Salinas Grandes about 40 kilometres up the road. Despite its smaller size, only 12,000 hectares, Salinas Grandes probably gets more visitors than its colossal brother across the border in Bolivia as it straddles the highway linking Argentina with Chile.

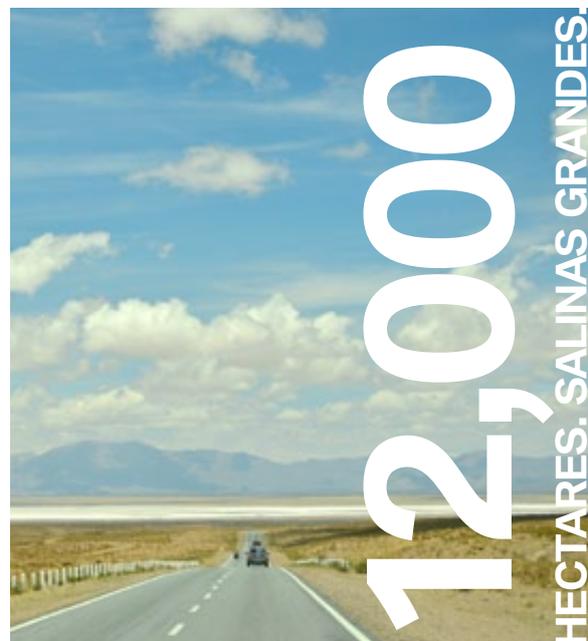
Thomas then got caught at a roadblock where the Rally was passing through. We had been directed straight through on the bikes but the Ranger was held up for well over an hour. We couldn't cross the border without our luggage so we lost loads of time waiting for him at Pasto Chicos, a small but flash restaurant in the middle of nowhere. Good for me though as I needed a sleep.

We arrived at the Chilean border around 03.00 pm. It was total chaos with a couple of officials trying to process a couple of hundred people. It took 4 hours to get through! It was beyond funny but we couldn't do much about it so settled in to play the game. I met a nice woman in SAG (customs) who spoke better English than I did Spanish and she helped us out, eventually clearing our path to the border.

Just after we'd cleared the border, Justin rear-ended Clarry's bike at some speed. Both were fine apart from a bit of bruising but Justin's bike was totally written off. By the time Clarry's bike was mobile again and Justin's loaded on the back of the Ranger it was



top left: Purmamarca Town
top right: Salinas Grandes,
 12,000 hectares of salt
bottom right: Time for a
 quick nap



dark – and that’s not much fun when crossing the Andes. We still had a couple of hundred kilometres to go. Riding at altitude (4,500 m) at night when it is 2°C is very taxing; I was really tired and should not have been on a bike. We didn’t get to our hotel in San Pedro de Atacama until after 11.00 pm. Of course there was no dinner, which was probably just as well. I went straight to bed. Not a great day to be honest.

San Pedro de Atacama – Calama

I slept like a log and felt much better on Monday. We had a later start leaving Atacama at 10.00 am and only a short 90-kilometre run to the Park Hotel in Calama. The Atacama Desert was just beautiful and the temperature a much more pleasant 20°C. The road running through the desert is awesome but you’ve got to watch out for sand drifts on the corners!



top left: BV6 Buggy driven by Laurent Fouquet (France)
top right: While we get a ride, this helicopter pilot was more than happy to pose with us
bottom left: Local Chilean Cristian Naser Colombo finished 33rd
bottom right: The Chilean coastal route is a most excellent ride

To my delight, the Park is a 5-star hotel and we had a couple of hours to clean up and have a rest before heading off into the desert to watch the bikes come through. We found a great spot and watching the racing was fantastic. I got a good night’s sleep, and my laundry was sorted out! All was good again!

Calama – Tocopilla

We grabbed an early breakfast on Tuesday before getting away on the bikes to the start of the 9th stage about 20 kilometres out into the Atacama Desert. We spent the morning watching all the remaining vehicles in the Rally take off for their 469 kilometres special stage. It’s a shame nearly half the bikes were out already but a great morning nonetheless. The Rally heads north another 100 kilometres or so to Iquique, but we headed to Tocopilla, a wee

town on the Chilean coast about 160 kilometres west of Calama. We’d pick the race up again the next day as they came back before motoring south to Antofagasta to get in front of them again. Our 160-kilometre trip to Tocopilla was basically a dead straight road across the desert, which was boring, and about 5 kilometres of very steep, twisty tarmac heading down into town, which was fantastic! Tocopilla was a lovely place and looked to be growing quite rapidly. Being on the coast, I had fish for lunch (as opposed to steak), and it was really good. Another great day!

Tocopilla – Antofagasta

We left Tocopilla around 10.00 am Wednesday and enjoyed a 160-kilometre road trip down the coast to the bivouac at

Antofagasta. It was like riding the coastal route on the east of New Zealand’s South Island, just much grander and drier. We haven’t seen a blade of grass for the last four days!

We arrived a couple of hours before the first bikes were due to finish their special stage from Iquique so had lunch at La Portada about 18 kilometres north of Antofagasta, a most amazing restaurant cantilevered over the ocean. Particularly enjoyed the free beers courtesy of the Cristal girls, bonus!

After lunch, and free iced coffee from the Nestea sponsors, we headed up into the sand dunes for the afternoon to watch the competitors arrive at the finish. We found the best spot, right on a corner where the racing transitioned from a thin layer of metal, across a steep berm and onto the sand. We enjoyed trucks on one wheel, bikes airborne and Minis full throttle over the lot, and so close we could have touched them! We all got great photos, and

78 MOTORCYCLES /// 15 QUADS 61 CARS /// 50 TRUCKS



a healthy dose of sun! Magnus and I met a couple of Dutch guys with a chillybin full of cold beer in their truck, and only too happy to share! Antofagasta is huge, a much bigger city than I expected and quite a contrast between the old and new parts. There must be some wealth as there is a lot of investment in new infrastructure, including grass median strips. The hotel was great and we enjoyed a great dinner and a few beers in town. Justin was doing fine; his bruising had turned an awesome colour. Awesome day, the best yet!

Antofagasta – Copiapo

Thursday was a 600-kilometre ride on the Pan American Highway to Copiapo to get back in front of the Rally, which is heading a bit further north to El Salvador. I thought it would be quite boring but actually it wasn't bad.

We left early after a light breakfast and cracked the first 250 kilometres in a pleasant 19°C, threading our way south along the coast. The towns along the way are of a similar format; at the northern end is a beach with many tents or shacks that people live in amongst the rocks; then there is a mine (or two); then the township itself and at the southern end, some sort of resort. The road itself (Ruta 1) is brilliant, way above the standard of roads at home, although the driving here is pretty courageous!

We stopped in a couple of places for photos; it's such a big place though and it mostly looks the same. We had lunch in a local place, which was filled with construction workers and truck drivers, so we figured the food had to be good despite a somewhat dismal ambience. As it turned out, it was brilliant, a bowl of cazuela, the local stew, going down really well. We arrived in Copiapo just on 04.00 pm. It was 37°C but a nice breeze was blowing, and it was okay if you could find some shade. The Hotel La Casona was fantastic, with little two-bedroom villas scattered around a nice garden. We all got washing done, grabbed a few beers and chilled out a bit before heading into town to find dinner.

Copiapo – La Serena

Our plan on Friday was to head out to a spectator spot for a few hours to watch the racing again before heading another 390 kilometres south to La Serena for the night. Actually, we

almost didn't leave Copiapo at all, at least not on the bikes.

We found out that our bikes were not insured by the rental company so the US\$ 2,000 insurance excess they told us about was a joke. We all threatened to just park the bikes up where we were and finish the tour on a bus.

Magnus sorted it out for us eventually but it cost him an additional US\$ 100 per person to cover us for the last two days. It was a bit late for Justin though, we'd have to sort that out later.

We headed out into the desert to watch the racing in some huge sand dunes for four hours before heading off to La Serena. Just amazing watching them ride down the dunes.

Our 'hotel' for the night was a villa in the middle of nowhere, with a dirt track for access, but the most amazing place. We were treated to an authentic Chilean BBQ for dinner. It's a bit crowded with six people per cabin, but one of the best places we stayed.

La Serena – Valparaiso

An early start Saturday saw us rattle off 250 kilometres to get to the next viewing point. I was leading as Justin was now on Magnus' bike and Magnus was enjoying a rest in the truck. We found a great spot on the river bed used for the special stage, very close up and personal with the racers. Brilliant!

We had to leave at 01.00 pm though to get the bikes to Valparaiso on time. It was a good ride, only a little bit of rain but an amazing lightning show heading away from the spectator zone. It soon warmed up and we dried out quickly.

We checked into the Hotel Victoria at 04.00 pm, handed the bikes back to Thomas and went down to the podium finish. It was just nuts. So many people!

We finished dinner around 01.30 am, knowing we had a day off to look around Valparaiso on the Sunday.

I enjoyed a late breakfast on Sunday then a wander through the markets. The part of the city we were staying in has some lovely old buildings, although the police were not too happy with me taking photos of the presidential palace.

We had dinner down by the port, not too shabby either but this is a dodgy part of town, we'd been advised to move around in groups of three at least if we were walking anywhere.

People in Valparaiso are either very wealthy or they're not, there

is nothing in between, and there's no welfare so the crime rate is pretty high, a lot going unreported I suspect.

At last, I had room to myself tonight as Alex had left for Machu Picchu. It was the only one in the hotel with a balcony. Luxury! Our bus wasn't due to leave for Santiago until 10.00 am the next day so I planned a bit of a lie in before breakfast.

Valparaiso – Santiago

Our bus trip to Santiago was largely uneventful and our numbers diminished further as David and Vicki stayed on in Valparaiso. As we headed south it got greener, and could have been any part of New Zealand, although huge vineyards and olive groves dominate.

I quite liked Santiago. We had a great hotel in the government district so it was very tidy, although they have yet to solve their graffiti problem. There's great architecture and interesting historic sites scattered around the plaza. It's the first place on the whole trip we could get decent coffee: two espressos and a huge wedge of blueberry cheesecake went down well for lunch.

We browsed a few of the markets; it seemed very cool having these in front of all the big department stores on the main street. The markets appeared to attract more people to the stores. Magnus scoped out a nice spot for the eight of us left on the tour to have dinner, right on the plaza. I'm going to miss eating at 10.00

or 11.00 pm, especially when it's a cool 26°C at that time.

Tuesday was our last day but we didn't need to be at the airport until later in the evening. Seven of us headed off to tour Concha Y Toro, the largest producer of wines from Latin America comprising around 9 hectares spread throughout Chile's major wine regions.

We got to the airport in plenty of time for our 11.30 pm flight to Auckland only to find Clarry was booked on a flight that left the day before – not good! We didn't get a Wednesday, arriving home at 04.00 am on Thursday.

It was a most excellent adventure but it all went way too fast and I experienced way more than I can capture in a few thousand words and a handful of photos.

I've been told 2014 was the toughest Dakar ever held in South America, with just 204 vehicles (78 motorcycles, 15 quads, 61 cars and 50 trucks) or 47% of those that started making it to the finish. I thought we were pretty staunch covering over 5,000 kilometres on our trip, then I thought about the competitors who finished the Rally; 8,734 kilometres over 14 days, one rest day, and the equivalent of what we've travelled just on the special stages; on 450 dirt bikes! I have a great deal of respect and admiration for them all.

It was a trip of a lifetime, I'm stoked I did it with the friends I have, and I've got the t-shirt!



47%
OF THOSE THAT
STARTED MADE IT
TO THE FINISH.

BMW MOTORRAD DAYS 2014.



Georg Sedlmayr, Secretary of BMW Clubs Österreich

Once the BMW Motorrad Days 2014 had opened its doors at 08.00 am, it was only a few moments before the first visitors began streaming into the BMW Classic tent. It was placed in a more central position at this year's event, which resulted in it becoming a veritable visitor magnet. It is not often that you get an opportunity to admire from up close such unique exhibits as Ernst Henne's record-breaking supercharged BMW motorcycle. Indeed, several visitors' idea of 'up close' was a bit too scary for the employees of BMW Classic, who had to step in on a regular basis to remind some people to keep their distance. There was also a great deal of interest in the stands of the BMW Clubs from Germany to America, including the BMW Clubs International Council, with plenty of brief conversations, some in German, some in English, and always fascinating to find out where the visitors had come from. One woman thanked the personnel with an 'Obrigada' for the giveaway she received – she had come all the way from Curitiba in Brazil! You really do get the feeling that the whole world of BMW Motorrad fans gets together in Garmisch!

On the Friday, Ms Fink, the new head of the BMW Museum, came to see the tent and visit us at the Club stands, while on Sunday Mr Knieps, head of BMW Classic, also honoured us with a visit. Their brief small talk revealed that they really put their heart and soul into what they do. Now I finally had the time to take a look at the event site. When I

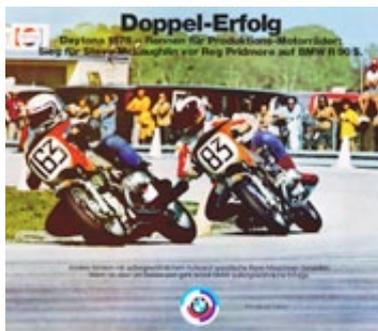


left the tent, I couldn't help noticing a perfectly restored BMW R47 – in wonderful condition and just as perfectly maintained as the vintage cars on the platforms in the tent! The veteran boxer started up with a single kick as its owner left on a trip to Mittenwald. Walking round the corner, I then saw an R nineT snaking its way through the crowd. As it went by, I realised just what a beautiful motorcycle it is and what a wonderful sound it has. Just as a group of Koreans walked past me, an announcement for the next stunt show emanated from the event arena's loudspeakers and engaged my interest. This year, the Irishman Mattie Griffin was substituted for the injured Chris Pfeiffer. He amazed the crowd with some breathtaking stunts, and I am sure that if I ever tried to learn some of these, I would fall straight off the seat on day one. It was quite astounding to witness the playful lightness with which he was able to make his BMW F800R drift, smoke and roar over the tarmac, only to finally bring it to a halt by jumping while in motion onto its side stand. This earned a particularly long and thrilled spell of applause from all over the arena. My walkabout then took me to the tents manned by various adventure travel specialists and with stands dedicated to many different holiday destinations, all benefiting from presenting themselves to a broad motorcycling public. When I returned to the Classic tent, a cavalcade was forming, with the starting instructions coming from two presenters through the loudspeakers. A colourful parade comprising hundreds of BMWs of widely differing ages and models ensued, as the cavalcade slowly moved off and all around excitedly celebrated the proverbial 'ultimate riding machine'.

Now back at our stand, the Classic tent was full to bursting point and the fans were virtually besieging the club counters and the classics on display. Friends from my club and colleagues from other Austrian clubs as well as many fans from other countries and other continents completed the colourful tapestry of visitors that would continue to populate the classic tent and our stands over the next two days. It was wonderful to be a part of this worldwide community of BMW Motorrad enthusiasts! Thank you BMW Motorrad, that you have spent the last 90 years building such thrilling and exciting motorbikes. It is thanks to them that we have grown into such a wonderful fan community, and one that looks forward to getting together every year in Garmisch, with nothing in the way of rioting, excessive behaviour or trouble of any kind. And thank you BMW Classic, for making it possible for us Clubs to join you in the celebration!



top: Now and then – the BMW R37
middle: Ernst Henne during his world record race in 1931 on the Neunkirchner Allee near Vienna
bottom: The BMW R90S on its first superbike race in 1976 in the USA



HIGHLIGHTS IN THE TENT OF BMW CLASSIC AND THE CLUBS.

Fred Jakobs, BMW Group Archive, BMW Group Classic

By winning the German Championships in 1924, Franz Bieber achieved the first title win for a BMW motorcycle. His victory not only marked the start of a unique success story that still continues to this day, but it also inspired the motto for the BMW Classic exhibition at the BMW Motorrad Days in Garmisch: 'Ninety Years of Championships and Successes'. On display in the exhibition were thirteen BMW motorcycles that have made racing history at various points in the last nine decades.

These naturally included the BMW R37, the model that started it all off with that first victory. One year after the R32 – the first BMW motorcycle – was launched, the R37 surprised many with its newly designed engine, complete with aluminium heads on its steel cylinders, something that was quite unique in motorcycle engineering at that time. After enjoying victory in the German Championships, the company began offering the R37, with 16hp and a top speed of 115km/h, to the general public. It was the private buyers of the R37 who successfully entered it in numerous regional and local races, in so doing enhancing

the sporting image of the BMW brand in popular sport. The undisputed star of the exhibition was Ernst Henne's record-breaking motorcycle, shown as it was ridden in 1934 and 1935. Its supercharged 750cc engine was able to generate an output of more than 100hp. Together with the aerodynamic fairing, made virtually single-handedly by Ernst Henne himself, he was able to coax speeds of more than 256km/h out of it, the fastest that any two-wheeled vehicle had ever been up to that point. No surprise then that this bike was constantly surrounded by visitors, their body language showing how they imagined themselves adopting the forward-leaning, dropped-handlebar position on the motorcycle. There were also a number of successful winners from more recent times to be seen, such as the BMW R90S, the model that won the first ever Superbike race in the USA in 1976. Steve McLaughlin won by a nose, while his team partner Reg Pridmore won the overall placings – a level of success that nobody expected from this bike, which was put together by the American importers Butler & Smith. To this day, tuning fans in the classic racing scene are still amazed at how they managed to coax around 100hp from an engine with only close-to-series modifications.

38TH INTERNATIONAL BMW VETERANS MEETING

//// BAD NAUHEIM



Stefan Bordt, BMW Veteranen-Club Deutschland e.V.

Thursday, May 29th 2014

In the afternoon, the organisers Marianne Reul and Hans-Joachim Scholz welcomed participants in person as they arrived at the Dolce Hotel in Bad Nauheim. This spa town is set in the foothills of the Taunus in the Wetterau region and has been internationally known for 150 years due to its natural, gaseous salt water springs. Participants enjoyed a Hessian evening with delicious regional specialities.

Friday, May 30th 2014

At around 11.00 am participants set off in their gleaming BMW classics in front of the impressive historic main building of the Dolce Hotel with a view of the extensive grounds for an excursion covering approximately 150 kilometres through the Wetterau region. First passing blossoming gardens and driving through the picturesque historical centre of Bad Nauheim with its numerous painstakingly restored art nouveau houses, the route soon took us through small rural villages with timbered houses and farmyards. The road wound its way through a lush green landscape overlooked by the Münzenberg castle ruins, one of the most important castle structures dating back to the High Middle Ages.

The itinerary had clearly been selected based on close familiarity with the area. The road rose sharply as we approached the quiet health resort of Schotten, passing over a number of ridges that offered a fantastic panoramic view of the nature park's magnificent scenery and leading on to Hoherodskopf, the second highest peak of the Vogelsberg range at an altitude of 764 metres above sea level. Participants enjoyed schnitzel, French fries and salad as they took a break at Berggasthof Hoherodskopf.

As we drove on, the band of asphalt curved its way in sharp hairpin bends down into the valley to Breungesheim with its attractive timbered Baroque church. The heavily forested, fairly sparsely populated highland scenery of the Taunus is broken up again and again by small villages with traditionally painted timber facades, leaning town houses and farmyards as well as fine manor houses with bay windows and ornaments. Like a perfect string of pearls, these lined the route pursued by the affectionately tended BMW classics on their way to Bad Nauheim, partly along the wonderful German Avenue Road.

When the group arrived back at the hotel, the timing was perfect to enjoy coffee or cold drinks on the terrace in the gentle afternoon sun, which bathed the classic BMW vehicles parked on the white-gravelled courtyard between ancient pollarded plane trees in a warm light, subtly highlighting their timeless styling and adding a touch of golden shimmer to their refined chrome decor. This beautiful

sight was set against the sophisticated art nouveau facade of the Dolce Hotel. In the evening, the BMW friends got together for a hearty barbecue with musical entertainment in the arcade passageway at the side of the hotel, enjoying an exquisitely beautiful view of the Mediterranean-style courtyard where the BMW classics were parked.

With everyone engaged in animated conversation, the time passed in no time and a lovely evening was rounded off at the hotel bar.

Saturday, May 31st 2014

At 09.30 am Christel and Rüdiger Jopp sent off our rolling BMW museum consisting of nearly 100 historic vehicles (72 automobiles and 26 motorcycles) for the Saturday trip around Feldberg, with a distance of just under 170 kilometres to cover.

Starting with the oldest automobile, a BMW Dixi dating back to 1928, the spectrum of vehicles ranged from the pre-war models BMW 319/1, 327 and 328 to the V8 versions 502 and 503, the small cars BMW Isetta and BMW 600, the so-called New Class automobiles BMW 2000 touring, 1600 GT and 3.0 CSi, through to the more recent models such as the BMW 323i (E 21), M3 (E 30), 750i (E 32) and Z1. This group was further supplemented with exotic models such as the AFM Type 50 racing car belonging to Herbert Freese and a rare Bristol 405 Sedan dating back to 1955.

There was a wide range of motorcycles, too. Here the spectrum went from the pre-war tubular frame models R63 and R66 to the post-war R25/3, R51/3 and R67/2, in some cases with sidecar, and through to the R90 S dating back to 1975 and the 1996 R100GS. Another positive point to note was that there were several significantly younger participants in attendance with historical BMW vehicles such as the Isetta and an R51/3 with sidecar.

Leaving Bad Nauheim, the route ran through breezy open spaces and past idyllic ponds on solid country roads across expansive fields and small villages with timbered houses. In the most glorious sunshine, the trip continued via Rodheim v.d. Höhe and Karben towards the city of Frankfurt with its high-rise buildings reaching up into a cloudless sky. The BMW friends stopped to take lunch on the sun-drenched terrace of the restaurant Werkskantine in the classic car centre "Klassikstadt" that opened in 2010.

After another checkpoint we left the Frankfurt industrial area at around 01.30 pm and rolled away on wide country roads through blossoming meadows. The Hochtaunus Road took us to Feldberg, the highest elevation in south-west Hesse at an altitude of

881 metres above sea level. Races for automobiles and motorcycles were first held here in the year 1920, continuing on with interruptions until 1954.

Our photo-shoot stop-off at one of the many hairpin bends in the highlands clearly reflects the group's pleasure at driving their historical BMW vehicles. The same was true of the charming women's team from BMW Classic – Ilka Huss of the BMW Club Office and Gabriele Fink, the new director of the BMW Museum and responsible for BMW Classic marketing – who clearly enjoyed speeding up Feldberg in their sporty BMW M535i E12.

From the peak, the road wound its way down through the dark forest into the valley in some quite steep serpentines. Via Schmittgen and Usingen, the rolling BMW museum finally arrived back at the Dolce Hotel in Nauheim once again where this excellent excursion was rounded off in a relaxing atmosphere as the cars were lined up and the BMW friends enjoyed chatting to each other and interested onlookers over a cool glass of sparkling wine.

The evening proceedings were held in the large hall of the Dolce Hotel with an excellent three-course meal. Rüdiger Jopp held what was to be his last speech as President at an annual meeting of the BMW Veterans Club: he looked back over 38 years of Club life, which included attending every single annual meeting since 1976, being Treasurer from 1976 – 1990 and being President since 1997.

He recalled outstanding events, especially acknowledging those individuals who have proactively supported Club life and the genuine friendship that Rüdiger Jopp shares with so many of them.

Heartfelt appreciation was expressed in extensive standing ovations for our popular President at the end of his speech. An excellent band played and the dance floor soon filled. A fine evening eventually came to an end when it was getting late.

Sunday, June 1st 2014

After the award ceremony, the BMW friends set off on their homeward journey and the rolling BMW museum dispersed in all directions.

Organiser Hans-Joachim Scholz deserves much praise for the four wonderful, inspiring days during which we had the opportunity to experience some of the most delightful aspects of his home region of Hesse as well as a perfectly organised annual meeting, of whose the motto was once again: "Sheer driving pleasure, meet friends and enjoy life".



Sportive intermediate stage on the Feldberg

72 AUTO-
MOBILES
MOTOR-
CYCLES 26



7 YEARS BMW CAR CLUB MEXICO



José Manuel Bernús Negrete, President and **Nicolás Bachechi Pavone**, Treasurer

First of all a little bit of history from our club, which was born because of the restlessness of ten local enthusiasts back in 2007. Meetings led to investigating and gathering all the available information to become an official BMW Club.

In all this time the club has had countless activities ranging from thematic tours of pure M Cars, Turbo models, Roadsters, etc. We also have online photo contests and pools, where everyone participate and feel integrated in the local bimmer community. On a regular basis we have breakfast and every two months we take the highway towards some exotic or cultural place to visit and spend the day in. That's because from time to time it's good to stretch our cars' legs and perform some "Italian tuning".

In these modern days, we need to stay in touch with our fans, so in addition to our forum, blog and social media presence we have a quarterly digital magazine.

Our official members number 60 as we have grown constantly every year and became the inspiration and starting point for two more clubs: Exclusive for M Owners and a MINI Fan Club. Our philosophy (in line with BMW's) led us to create spaces where members can learn not only from BMW history, but also have the opportunity to attend a driving clinic and learn to drive safely, understand all the technology that their car (and brand new models) have so they can enjoy "the driving pleasure" that comes with any BMW.



On 27th April, we celebrated the BMW Car Club Mexico's 7th Anniversary. Seven years have passed since it was founded, seven years of consolidation as well as seven years of cultivating great friendship among members.

The event took place at a local track/training facility – Centro Dinámico Pegaso, about 60 kilometres from Mexico City. Early in the morning the first members and guests started arriving, and the atmosphere was very upbeat. Breakfast was ready so there was no better way to start the day. Just over 30 cars were ready to take to the track, but first all the drivers had to take a little class on the right sitting position, under- and oversteer, hand position, security issues, etc. A local mechanic shop that is our sponsor was doing free check-up inspections on the cars, helping change tyres and giving general info about maintenance.

At the end, after a little break, our friends from BMW Mexico exclusively presented the first i3 to arrive in our country and gave a brief overview of the benefits of this electric car. I will take this as an opportunity to thank BMW Corporate Mexico for their help and participation in our event; their belief in a project like ours makes us very proud.

Our relationship with them has flowed like a river and with their support we have access to new models presentations (i3, i8, etc.) as well as benefiting from great discounts on the Driving Experience events. In this particular case all the lifestyle presents for the participants and winners were kindly given by BMW Mexico.

Once all the theory was finished we headed for the track to have some fun. Different exercises were awaiting all participants in four separate stations: slalom, moose and hard braking test, handling circuit and drifting.

These exercises were designed to test the skill of each pilot and, with a stopwatch in hand, served to determine the winners of the day. Besides all this, it was a great opportunity to put into practice the lessons learned and to get to know the real capabilities of each car. We saw it all, perfect laps and collapsed cones, off-time braking and intense drifting. It soon became clear who had already attended driving courses and who was new in these matters. The most important thing was to see how experience and inexperience coexisted without any problem the essence of the club was ever-present: true friendship developed from enthusiasm.

Almost 3 hours in the sun and a little tired, we headed off to eat, and our sponsors then had a chance to present their products.

After a great meal prepared specially for the occasion came the awards and recognitions for best performance on the track. Almost everyone took something home – it had to be that way as we all have something in common, we all share the same love for the BMW brand and the performance it provides.



We could not miss the cherry on the cake: BMW Corporate brought us two magnificent cars to close the event with a gold medal. All participants savoured the brand's innovative power as the M235 left us with a pleasant taste, a fast car and fun to drive, while the 220 showed us that as a new entry to the BMW brand it is the best choice.

A local newspaper and a car magazine did some coverage of the event, turning the spotlight on our beloved Club and of course on this magnificent event. We also received greetings from BMW Car Club Uruguay (a great video) and BMW Car Club Perú (a greeting card).

Thus, the club turned seven years after a group of enthusiasts decided to start what is now a reality. I want to thank everyone who made this possible and I trust that this project will continue moving forward with enthusiasm and dedication.

It seems to me we did it right. The best reviews came from all that joined us that day, and I have no doubt that they had a great time, learned a lot and enjoyed an unforgettable day.

BMW Car Club Mexico, like many other clubs in the world, enjoys sharing the passion that the BMW brand provides while promoting friendship among members. Congratulations to all members for this great event – and let the achievements continue.

Thanks to the BMW Clubs International Council for sharing this important space and letting us tell other clubs worldwide about it.



DRIFTING AND WAVING WITH A BMW M235



INTERVIEW

with **MICHAEL EBNER.**
BMW Austria GmbH.

manpower. This means we are regularly represented at the annual meetings of the BMW Clubs Austria and are able to offer very popular test drives in the latest automobile and motorcycle models. We always try to organise a special highlight for the gala evening, too – such as the presentation of the BMW X4 Concept in 2013.

We send out the BMW Magazine to all Club members, featuring current reports and stories from the world of BMW. Clubs and members are always grateful for BMW branded give-aways, too.

The BMW Clubs are referred to as ambassadors of the brand. Do you see yourself as an ambassador of the Clubs?

In a certain way I do because I regard myself as a link between the BMW Clubs and our company. As far as I am concerned, this involves regularly presenting BMW Club activities and reporting on them to various committees. Experience indicates that it is very helpful to be able to provide concrete figures in this context. Last year the Board of BMW Clubs Austria also gave me a very extensive catalogue of all the vehicles in the possession of Club members. This is a powerful argument in the sales subsidiaries of course.

Another important point for me is integrating BMW staff in BMW Club events. We find out a lot about the wishes and needs of our customers in this way, as well as sharing information about our products and our company with BMW fans. There are already numerous colleagues who proactively approach me, asking to be involved in the next BMW Club meeting. And they come from all areas of our company – sales, marketing, aftersales, motorcycles and PR. BMW Financial Services have now also been on board since last year.

What do you regard as the benefits of constructive relationships with Clubs and their members?

A major aim for us is to ensure loyal and satisfied customers who share their enthusiasm for BMW with lots of other people. Our BMW Club members are staunch fans of the brand as well as being very good, loyal customers. Many of them also regard themselves as “ambassadors” of our brand and like to talk about their passion for BMW among friends and acquaintances. I believe such personal experiences and recommendations are extremely valuable. Dialogue with our Club members gives us useful input and ideas in terms of our products and services, too.

What do you think will be the main challenges facing Clubs in the future?

People join a club to meet like-minded individuals and pursue an interest in fascinating, innovative themes. As such, BMW Clubs are still well placed to be able to generate enthusiasm among existing members and find new members, too, since BMW will continue to offer the most innovative automobiles and motorcycles in future, providing an excellent foundation for the shared experience of “Sheer Driving Pleasure”.

What is your position?

I am Head of Communication with the BMW Group in Austria and this position means that I am responsible for collaboration with the BMW Clubs in Austria.

How and where did you get to know the BMW Clubs?

At the turn of the millennium we only had a handful of BMW Clubs in Austria which operated more or less independently of one another and at very different levels of collaboration with BMW Austria, usually on a spontaneous basis.

At the time I felt there would be much to be gained by reorganising the structure and in particular by founding a joint umbrella organisation, so I met with the Club representatives at the time – especially Mr Harald Flecker, who later became President of the BMW Clubs Austria – to talk about these issues. After several often very passionate discussions and with a lot of patience and persuasion, the umbrella organisation of the BMW Clubs Austria was eventually founded, today consisting of 20 BMW Clubs and just under 1,000 members.

Can you tell us a little more about your collaboration with the Clubs?

We hold an annual meeting with the board of the BMW Clubs Austria to talk about planned activities and agree on support and collaboration for the upcoming year. In recent years we have been able to offer a dedicated budget for the BMW Clubs. This has been used to produce Club flags and beach flags for all the Clubs as well as a mobile display set with a roll-up banner, presentation panels and other such items. In this way we can ensure that the appearance of the BMW Clubs is uniform and in line with corporate identity.

The BMW Club meetings are certainly a highlight of our collaboration – they currently take place every two years. We are always pleased to provide support for these meetings, including

SEPTEMBER

International Council Meeting, Tokyo, Japan

27.09–30.09.2014, www.bmw-clubs-international.com

OCTOBER

VETERAMA, Mannheim, Germany

11.10–12.10.2014, www.veterama.de

NOVEMBER

Night of the white gloves at the BMW Museum, Munich, Germany

21.11.2014, www.bmw-welt.com

DECEMBER

BMW Clubs Asia Meeting, Manila, Philippines

05–07.12.2014, kahwong@hotmail.com

PREVIEW 2015.

JANUARY

Annual Meeting of the International BMW Classic and Type Clubs, Ilshofen, Germany

30.01–01.02.2015, www.bmw-clubs.org

MARCH

Retro Classics, Stuttgart, Germany

26.03–29.03.2015, www.messe-stuttgart.de/retro

APRIL

Techno Classica, Essen, Germany

15.04–19.04.2015, www.siha.de