



Council News

2/10

BMW Clubs International Council Newsletter



Gaston Rahier on BMW, Rally Paris-Dakar 1984

Photos: BMW AG

Highlights of this issue:

- **Report:** BMW 328 wins Mille Miglia
- **Report:** BMW at the Rally Paris-Dakar
- **Report:** Techno Classica 2010
- **Current Event:** Park 'N Ride Rally
- **Diary:** Key international events for the BMW Club scene and BMW Classic

BMW at the Paris-Dakar Rally

Report from the BMW Classic live SPECIAL — 30 Years GS

For some, they're hell on earth. For others, they're the last great adventure in motor sports: the desert rallies—and especially the Paris-Dakar rally.

Held for the first time in 1979, it quickly earned the reputation of being the hardest test in off-road sport. Only 30% of the route was made up of asphalted road. The rest covered grit, gravel and sand. For BMW, the endless heat under the searing sun of Africa

was the ideal stage for demonstrating the off-road capabilities of its GS models.

In the premiere year, only one rider drove a BMW: French actor Fenouil started the race as a private rider on a BMW R 80 built by Herbert Schek. In 1980 came the first official involvement of BMW Motorrad France. It seemed that this plan was going to work.

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Dear BMW Club members,

“Joy” is the new worldwide advertising slogan of BMW. As a psychologist, and a BMW enthusiast, I wondered about the meaning of the term and its causes.



Joy is commonly understood as extreme happiness or unfettered satisfaction. But from whence does joy arise? According to Martin Seligman, former president of the American Psychological Association, the nature of joy and other positive emotions, like happiness and satisfaction, has only recently been subject to systematic research as part of a new movement towards developing the science of positive psychology. The purpose of positive psychology is to develop an understanding of ways to make life better, not just by overcoming negative aspects of living, as is the common approach in psychotherapy today, but also to enhance the positive aspects of living. In other words, Seligman hopes that psychologists will increase their study of the roots of joy and happiness rather than only the causes of sadness, stress and anxiety.

Nevertheless, psychologists already know some important things about joy and, for example, its relationship to self-efficacy beliefs. Joy occurs when we experience the pride in accomplishment associated with an important outcome, but especially when we believe we are integrally responsible for that outcome, or otherwise have some control over it.

The “Joy of Sex”, the “Joy of Cooking”, and the “Joy of Driving” are an interesting compilation of book titles and slogans that together capture the notion that we can experience joy in a wide multiplicity of ways. But what makes these varied experiences of joy more intense and pleasurable is the extent to which we feel we are active agents in the experience, when we have a sense of ownership and control, even when this experience is vicarious (e.g., the feelings of joy when Canada won an Olympic gold medal in men’s hockey).

So “joy” is an apt term as the new BMW advertising slogan not only because it widens the concept of ownership to include the community of BMW enthusiasts, but also because it equates extreme happiness with the idea that we experience it by controlling our rides, and not by having our rides control us.

Philip C. Abrami
Vice Chairman Automobiles
BMW Clubs International Council

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Mille Miglia 2010

BMW 328 wins Mille Miglia

Text and photos: BMW AG



BMW at Mille Miglia 2010

70 years after it's last victory, the BMW 328 Mille Miglia once again became the winner in the famous Italian Mille Miglia race.

70 years after its victory in the 1940 Mille Miglia, the BMW 328 Mille Miglia Touring Coupé has once again emerged as the winner of this tradition-steeped Italian event. Giuliano Cané and Lucia Galliani authoritatively steered the Coupé through the numerous trials and clocked up the 1,000 miles through Italy without a single technical hitch.

Double success for BMW

Enzo Ciravolo and Maria Leitner rounded off the BMW triumph by coming third in a series-production BMW 328, clinching another parallel to the Mille Miglia of 70 years ago when a BMW likewise finished in third place. "Victory by Giuliano Cané and Lucia Galliani along with third place achieved by Enzo Ciravolo and Maria Leitner are a marvellous example of teamwork," commented Karl Baumer, Director of BMW Classic. "Both the blind understanding between the crews inside the cars and the cooperation with the mechanics along the way worked out perfectly."

Heat, snow and fog influenced the challenging

The journey to the Italian race venue itself proved just how well the cars of 1940 have kept up their prowess. They made their way from Munich to Brescia not on the back of race transporters but under their steam, just as they had done 70 years ago. "It was the perfect dress rehearsal for the race," noted Baumer. Nor were the drivers bothered by the inclement weather during their

crossing of the Alps, wrapped up as they were in weatherproof BMW Motorrad gear. During the Mille Miglia itself, the weather was also up to its tricks. From 27 degrees Celsius on the Adriatic to near-freezing in snow and fog on Monte Terminillo, the teams were put through the whole gamut of the Italian climate. "But the trials and tribulations are quickly forgotten once all the participants – teams and cars – have made it safely across the finish line," summed up Karl Baumer. "And our great result is the icing on the cake."



Winning Team Giuliano Cané and Lucia Galliani at award ceremony

Continued from front page

BMW at the Rally Paris-Dakar

Report from the BMW Classic Live SPECIAL — 30 Years GS, Photos: BMW AG



Frenchman Richard Sainct on his BMW F 650 RR en route to his second Paris-Dakar victory in 2000

Hubert Auriol, registered as the second rider next to Fenouil, led a field with over 40 Yamaha XT 500 after eleven heats. In the twelfth heat, however, he was disqualified for accepting unauthorised assistance. Despite this, Fenouil was able to score a noteworthy victory with his 5th place.

In 1981, the rally was organised more professionally, and BMW now entered the race with three motorcycles prepared by off-road specialists HPN. Auriol was the first to reach Dakar with a lead of over three hours, and with his "heavy BMW" scored a sensational victory over the armada of lighter, single-cylinder models. Fenouil came fourth. After BMW Motorrad Head of Motor Sport Dietmar Beinhauer had taken the entire team out of the ratings in 1982 due to gear problems, victory returned with a vengeance in 1983. The sums added up, and it was again Hubert Auriol who took overall victory.

In the meantime, the general public had become increasingly aware of the Dakar, so the pressure on everyone involved increased. In 1984, with the three-time Belgian motocross world

champion Gaston Rahier, BMW added another top rider to its team, which now comprised Auriol, Fenouil, Raymond Loizeaux and BMW stalwart Herbert Schek. Rahier stole victory from his team-mate Auriol in a close, neck-and-neck race.

After Auriol left BMW in 1984, Eddy Hau replaced the Frenchman as second-top rider in the team. He fitted in with the crew brilliantly. At the Pharaoh Rally in 1984, he came second over the line behind Rahier, and together with the Belgian won the class rating the following month in the "Baja 1000". This 1,000-mile race, held on the Mexican peninsula of Baja California, has the longest tradition of all the desert races and success for the important US market could not be underestimated.

In the Paris-Dakar 1985, Rahier repeated his success from the previous year. The Belgian, who measures just 164 cm in height and, due to his size, could only swing on to the built-up BMW once it had been started and rolled out, left his former team colleague and arch-rival Auriol, who was now riding for Cagiva, far behind.

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In 1986, BMW ended its official factory involvement with desert rally sport. With four victories in five years, as well as four successes in the Pharaoh Rally, the off-road potential of the Boxer had clearly been demonstrated. Following on from this, private riders in the close-to-production classes have scored success after success. Eddy Hau won the marathon rating in 1987 and Jutta Kleinschmidt claimed the women’s rating in 1992. BMW’s official involvement with the desert, however, was put on hold until the end of the 1990s.

In 1998, following a 13-year break, BMW once again sent a factory crew to Paris-Dakar, which was now being organised by former BMW champion Auriol. The four riders this time were not on large Boxer models, but rather on agile yet robust singlecylinder motorcycles based on the F 650, which had been prepared by rally specialist Richard Schalber. The claims were modest – they simply wanted to get through the race and at least get one motorcycle in the top few. However, the hopes of a comeback were dashed, and in the end the team’s best placement was just 35th. The following year, the factory considered its strengths and tackled the sporting adventure with better preparation. Austria was the main competition: 75 riders, including nine factory riders, were racing for KTM. Twelve Austrian service trucks stood against the modest two Bavarian ones. Yet the small BMW team – again with four factory riders registered – managed to overcome this excessive might. Richard Saint, who only joined the team in 1999, won the motorcycle rating on the BMW F 650 RR, following in the footsteps of the successes of Auriol and Rahier.

When BMW set out in 2000 to defend its title, the company sent six motorcycles to the race. As well as four single-cylinder models of type F 650 RR, which had again been built up by Schalber, two more twin-cylinder engines lined up at



The BMW factory team celebrates the four-fold triumph in 2000



With two Paris-Dakar victories each, Hubert Auriol (left) and Gaston Rahier add a milestone in the history of the iGS legend

the start – 15 years after the last Boxer victory by Rahier. The specialists from HPN were responsible for the two BMW R 900 RR, having built the winning bikes in the 1981 and 1985 rallies. For regulatory reasons, the cubic capacity – which in the series stood at 1150 cc – had been limited to 900 cc, but the nippy engine still delivered 90 HP fast enough for speeds above 200 km/h.

The rally, which this year started in its original destination point of Dakar and led east to the pyramids of Cairo, became a triumph for the white-and-blue brand: with billowing BMW banners, the four BMWs were first to sail over the finish line, one after the other. Richard Saint repeated his success from the previous year, followed by Oscar Gallardo, Jimmy Lewis and Jean Brucy. With his big Boxer, Lewis had surprisingly managed to finish between the three single-cylinder models.

In 2001, BMW dispatched a factory team for the last time before the decision was made to primarily focus on the “BoxerCup” and thus the sport of road racing.

Techno Classica 2010

Growth is part of the program

By Ralf Ziegler, BMW 3er-Club (E21/E30) e.V.



Photo: Nina Hornung

Many visitors on the BMW Club stand

There are now trade fairs for vintage car enthusiasts in many different places. However, the undisputed market leader in 2010 is once again Techno Classica in Essen.

From April 7th—11th, it attracted 172,800 visitors—more than ever before and more than all three of its main rivals added together.

BMW—well on the way to former glory

Let's start with what was without doubt the most important fair presentation for us: that of BMW.

Many of us can still remember: after several pompous appearances which in some cases literally pushed the Clubs to the margins, the fall came in 2008.

Since around 80% of the usual budget was required for more important purposes, the BMW stand did not really turn out in premium style. In 2009 there were clear signs of a willingness to improve this state of affairs—a roof cross-bar construction made the stand look like something “which would have been fairly acceptable for a medium-sized family-run company,” as one visitor remarked.

This year, the stand actually did justice to a premium manufacturer once again—considerably more friendly than what one visitor referred to as the “Mercedes undertaker's parlour”—though not quite matching the attractive lightness of the VW stand.

The visually dominating feature was the imitation wood flooring which gave the presentation more warmth than the usual grey carpet, and various curtains were used as space partitions to make up for the ugly, worn out walls of the trade fair hall. Behind the counter areas, the architect in charge had thought of an especially clever graphic presentation of the Club names,

which—as expected—most trade fair visitors simply did not understand.

But at least there was a clearly recognisable concept this time: the Clubs were the central focus (which was nice to see), surrounded by BMW-specific themes (30 years of GS, BMW Classic Center, 70 years of Mille Miglia and the presentation of the new 5 Series), in some cases also featuring Club vehicles (the 5 Series from the E12 to E34, 328, M1).

And while we are on the subject of Club vehicles, our Clubs were represented at Techno Classica with the following exhibits: BMW 3er Club (E21/E30): the first M3 Ring Taxi belonging to Andreas Kempa

BMW 5er E12 und E28 IG: E12 M535i belonging to Ralph Bahr and 524td belonging to Stefan Bergerhoff

BMW 5er E34 IG: 520i belonging to Martin Brötz

BMW 6er Club e.V.: M635CSi belonging to Sascha Ohm



Photo: Nina Hornung

Visitors showed a great interest in the displayed vehicles

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Another item that should also be mentioned, because it fits into our “prey pattern”, is the E21 Alpina C3 belonging to Bernd Gerlitz (Alpina Association).

The other BMW Clubs had a lot to offer, too:

The CSL Club had a newly restored, very discreet Fjord blue CSL on display, while the Coupé Club shone with a Polar silver 3.0 CS with red leather trim.

The Baur TC Club had one of an unbelievable three TC4 325i Automatics ever built, while the Club E31 was represented with a 840i in a rare Japanese Edition.

The Z1, Z3 and Z8 Club also had one car each in pure blue, silver and stratus grey.

The Glas Club had a bicolour BMW 1600 GT this time, while the 02 Club presented a white 2000 tii.

The BMW E23 Club broke the trend towards cars in bleak colours which dominated this year with its presentation of a very early 730 in a bright lime green.

The E3 Limousinen Clubs was represented with a silver 3.0 L, the V8 Club had a dark green 502 and the Isetta Club a red and white Isetta 300.



Techno Classica—venue for BMW Club members and enthusiasts

Like the two 5 Series IGs, the M1 Club (blue road M1) and the Veterans Club (white 328) made their vehicles available for the special BMW areas.

Speaking of special BMW areas, in addition to the 5 Series theme (BMW exhibits: an E39 and an F10 5 Series), BMW also presented its customer workshop (exhibit: reproduction M1 frame) and its new services relating to customer motor racing vehicles (exhibit: Jägermeister E21 Gr. 5).

So much for the exhibits—the most important thing is of course the people, both behind and in front of the counters.

The 3 Series and 6 Series Club stands were always well staffed, and the personnel were always in a good mood. The 5er E34 IG was out in full force so as to show visitors a powerful presence.



BMW Club members informed the visitors comprehensively about the displayed vehicles

Due to the fact that the 5 Series vehicles were in the special area and could not be seen from the Club counters, it was useful to have more stand personnel.

There was occasional difficulty in fully manning the 5 Series E12 and E28 IG stand (an appeal here to members to perhaps make a more active contribution in the future).

Let's start chronologically: Easter Monday, Tuesday and Wednesday morning were dedicated to set-up. The cars had to be placed in the hall according to the plan, the trade fair constructors had to complete the hall decorations and put everything in a good light. The counters had to be covered and the cabinets filled; everything had to be perfectly clean and tidy.

It was actually a pity that the fair was closed at this time: many visitors were later surprised to find out how many people (including Club members) were involved in getting everything prepared so that the trade fair could start on time.

Wednesday is preview day for trade visitors and the press—a good time to take photographs because things are still fairly quiet. On Thursday, serious business starts:

An hour before the fair is due to start, huge numbers of visitors are crowded at the entrance. When the fair gets underway, it is a good idea to take cover: literally within two minutes the hall is packed full of people who are rushing in as if something was being given away for free.

Although it is interesting to see just how many people nowadays are fascinated by old cars, as a visitor you do not really get to see much when you come directly at the opening of the fair.

One or two hours later the siege is over and you can enjoy the fair as a visitor.

In the BMW hall at least, it makes no difference whether you arrive at the beginning or the end of the trade fair: you are guaranteed to see the same thing.

Let's wait for March 30 – April 3, 2011—when the next Techno Classica will be heading for a record.

A Goggo in New Zealand

News from New Zealand

Text and photo: Uwe Staufenberg, member of Glas Automobilclub International e.V.

Amazing but true: the Goggos have not fallen into oblivion even in the remote Maori country of New Zealand.

Charles Pike from Auckland has had an eye on the model from Dingolfing for several years and has already assembled an impressive collection.

One coupé is now road-ready and registered, assuring Charles plenty of audience interest at classic car events on North Island. Word of Pike's passion for collecting seems to have spread in New Zealand classic car circles, and he keeps getting calls from Goggomobil owners offering him their Goggo wrecks from the garden or abandoned restoration projects.

All the New Zealand Goggos are right-hand drive vehicles with metal bodies—funnily enough the buckle fibreglass Goggos from the relatively nearby Australia cannot be found.

Let's see how things progress in Auckland—I'll keep an eye on developments and report in due course.



A Goggo in New Zealand

A day ride to some of the most interesting places in Southern California

Park 'N Ride Rally on October 2, 2010!

By Chris Ogden and Robert Lamishaw, Rallymasters

Have you ever thought how cool those Iron Butt type rallies are? The goal of these rallies is not to rack up lots of miles but to acquire the highest number of points. Of course, they get those points by going places that are often on opposite sides of the country. Truly an event for iron men on iron mounts.

Well, if your bottom is more akin to cotton candy than cast iron, we have a perfect rally for you: The Park 'N Ride Rally! Designed for the rest of us mere mortals, the Park 'N Ride Rally is an easy-to-complete day ride to some of the most interesting places in Southern California.

We'll have two classes: a Novice class, where you only have to cover 100 miles and go to three bonus locations to be a finisher, and an Open class, which is for more experienced rally riders or those who like a challenge. We've designed this rally so it won't matter if you are coming from San Diego, Bakersfield or Santa Barbara. You can start near home and won't have to travel long distance to complete the rally or be competitive. What we've done is adapt the "acquire bonus points" goals of the long-distance rally into an easy-to-complete day ride by setting up a series of bonus locations local to Southern California. No special

equipment is needed, and any street-legal bike or scooter will do just fine. So if you're interested in a bit of a challenge and want to enjoy a great day of riding, register at <http://www.bmwcosc.com/parknride.html>

Rallymasters Chris Ogden and Robert Lamishaw (818-781-0016) rallymaster@bmwcosc.com

Details for the Park 'N Ride Rally:

Event Date:	Saturday, October 2, 2010, CA (Event Rain Date: Saturday, October 16, 2010)
Sponsoring Clubs:	BMW Club of Southern California
Co-Sponsored by:	BMW Motorcycles of Ventura County and Southern California Motorcycle Association (SCMA) Presents A Travelers Award Event.
Entry Fee:	\$20 due by September 18, 2010 with discounts for AMA and SCMA members. Preregistration is mandatory. No registration on the day of the event. Open Class Prizes: 1st Place \$200, 2nd Place \$100, 3rd Place \$50.

BMW Auto Club Guatemala

Detailing Meet

By Marcelo Cifuentes, BMW Auto Club Guatemala



More than 60 club members presented their cars at this meeting

More than 60 BMWs attended the recent meeting organised by BMW Auto Club Guatemala in the capital city on February 20, 2010. It was a perfect spring day, only seen in Guatemala. A large group of vehicles was united by the same passion, and in this case the theme was the exterior care of our BMWs.

Our members began gathering at midday, organising cars by series to start the principal subject of the meeting. Experts explained the exterior cleaning topics. Some of the topics were how to wash our BMWs, what accessories we need to achieve good results when washing them, how to clean the rims and tires and how to care for all the details to keep our vehicles looking sharp. They also explained how to maintain and restore the paint and brighten up the rims, which, is so important for an exhibition look.

Then, we learned how to take care of the leather seats, the wheel and keep the original shine of the dashboard, as well as how to correctly clean the carpets and roof. Each detail in cleaning was covered, even the fender area, which is often so difficult to clean.

It was a great event where we learned things so simple that we can work with at home. And of course, there was good music and food.

The BMW Auto Club Guatemala was born on August 27, 2005, founded by a small group of BMW owners. From the start, we aimed to enter the official BMW Clubs Organisation, so with

great help from the International BMW Club Office in Munich, led at that time by Mrs. Grau and Mrs. Hockner, we achieved the status of official BMW Club in September 2009.



The club members got valuable advice for cleaning their cars

We have had many interesting meetings and road trips to different places in our beautiful country, traveling through roads full of curves and emotion. We also have meetings on tracks, where the drivers of our club show us their driving capabilities, and family reunions where it's interesting how our cars are a subject for grownups, but also needed by our families.

Portrait: BMW Motorcycle Club Indonesia

Biking – a genuine pleasure on the equator too

By Grattianno Deru, founding member of BMW Motorcycle Club Indonesia



At the Equators Indonesia



BMW Club members have fun during a short break

The BMW Motorcycle Club Indonesia (BMCI) was founded by some BMW bikers which were really intended for Go International on 8 May 2002. In October 2002, the club was also officially recognised by the BMW Clubs International Council. It is an organization accommodates all Indonesian BMW bikers with sense of Brotherhood under the Asian Umbrella and the BMW Clubs International Council. Our club now has 560 members. BMCI (BMW Motorcycle Club Indonesia) conducts all activities for BMW motor fans.

In our club we want to organize the BMW bikers in Indonesia and the enthusiasts of vintage BMW vehicles within one umbrella. We also want to help the community of the Vintage Beemers and the modern bikers to get the parts and technical literature they need.



Indonesia offers many fantastic viewpoints

Another aim is to improve the information exchange between BMW owners in Indonesia. Every year the BMW Motorcycle Club Indonesia organises several activities and events. In 2009 we had two National Bikers Gatherings—one at Cipanas (West Java) in May and one in Bandung in September. In addition to that we had a Road Show to Sulawesi in March and have organised Halal bi Halal Bikers in Jakarta in January and Bali for Bikers in August.

This year a lot of meetings and tours are planned. We started in January with a National Bikers Gathering in Bandung. In March participants from Bandung, Jakarta, Tegal and Surabaya started on a 2,500-km trip to Flores. And in April, 12 club members visited New Zealand and rode 2,500 km round-trip from Auckland to South Island. For September the second National Gathering in Middle Java is planned.

Another important topic on our agenda is the development of our internal club structure which means that we want to build up chapters in Jawa, Bali, Sumatera and Sulawesi. In this connection Bikers Roadshows will take place in Bali (Jakarta to Bali), in Sulawesi (Makasar to Manado) and in Flores (West to East).

BMW Motorcycle Club Indonesia:

Founded:	2002
Members:	560
Type:	Motorcycle club
Facebook:	Motorrad Indonesia
Email:	motorradindonesia@yahoo.co.id

Diary

Expect a multiplicity of interesting and exciting events in the upcoming summer months. If your event is missing, please send us the relevant information.

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



The BMW M3 GT2 Art Car designed by Jeff Koons at the 2010 Le Mans 24 Hours
Photo: BMW AG

July	July 2–7	BMW Motorrad Days in Garmisch Partenkirchen (D) www.bmw-motorrad.com/com/de/index.html
	July 10	M Race Day Salzburgring (D) www.m-club.de/
	July 15–18	2010 BMW MOA Rally, Oregon (USA) www.bmwmoa.org/rally10
	July 29–August 1	BMW RA Rally 2010, Vermont (USA) www.bmwra.org/d/node/1
August	August 13–15	Oldtimer Grandprix Nürburgring www.avd.de/ogpracing/
	August 21–22	7. Sauerlandtreffen der BMW 5er E12 und E28 IG (D) www.e12e28.de
	August 23–29	41st BMW CCA Oktoberfest, Elkhart Lake, WI (USA) www.bmwccaofest.org/
	August 28	10. BMW Klassiker Tag beim 4. Donauwörther Oldtimertag (D) www.bmwklassiker.com/
September	September 3–5	Herbsttreffen am Vierwaldstättersee (CH) www.bmw6er-club.com/termine.html
	September 24–26	44th International BMW M1 Club meeting (CH) www.bmw-m1-club.org
October	October 9–13	BWM Clubs International Council Meeting in Queenstown (NZ) www.bmw-clubs-international.com

Further information

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

Clubs:

- www.bmw-e21e30.de
- www.bmw-clubs.org
- www.glasclub.de
- www.bmwcosc.org
- www.bmwclubgt.com
- www.bmw-clubs-international.com

Events:

- www.bmw-motorrad.com/com/de/index.html
- www.m-club.de/
- www.bmwmoa.org/rally10
- www.avd.de/ogpracing/
- www.e12e28.de
- www.bmwccaofest.org/
- www.bmwklassiker.com/
- www.bmw6er-club.com/termine.html
- www.bmw-m1-club.org
- www.bmw-clubs-international.com



BMW Museum offers exclusive city tours with rare BMW classics
Photo: BMW AG