



Council News

3/10

BMW Clubs International Council Newsletter



Photo: Judson Bartlett – MAX BMW

The GS off-road track built by MAX BMW was one highlight of the BMW RA Rally.

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- **Report:** BMW RA Rally
- **Current Events:** Driver training from BMW Club Atlantic Canada
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38th BMW RA International Rally in Pownal, Vermont

By David de Bruyn, Vice-Chair Motorcycles –
BMW Clubs International Council

“If you’re serious about your riding, you’re in the right place. The BMW RA is an international community of BMW riders focused on the machine, the marque and the company that makes it all work. It is our mission to enhance the

BMW motorcycling experience for our members and provide a forum on the history, current offerings and the future of the marque.”

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Dear BMW Club members!

As we approach the 30th year of the existence of the Council it is perhaps an opportune time to stop, smell the roses, and reflect on the circumstances of the initial formation of the Council and how the organisation and its relationship with BMW has evolved over time.



Over this period, we have lost some important individuals who have played pivotal roles including Christian Eich, Peter Samuelson and Robert Hellman. The transitional nature of things has also resulted in people leaving the Council through transfers, retirement or the culmination of their term of office. These circumstances combine to create a significant challenge as to how we record and remember our past. The memory of individuals cannot be relied upon to provide an insight into our history, and so we turn to alternative ways of recording it for future reference such as photographs, official minutes, publications and other documents.

These days much of our documentation is captured and stored electronically but this in turn presents its own problems in ensuring the media used is correctly managed and stored and, of course, updated as technology changes. Try looking up some of your club records that may have been stored on a five-and-a-quarter-inch floppy or view some footage shot on 8 mm film. Sometimes the best way to store material is the good old-fashioned "hard copy" that requires nothing more than a pair of eyes to read or view it.

Over recent months I have been doing my own research in relation to documenting the complete history of the Council. Unfortunately, the Council has fallen foul of some of the dangers listed above in that records, thought to have been safely archived, have indeed been destroyed as a result of the very archival protocols designed to protect them. As a result, we have no records that pertain either to the inception or the first seven years of the Council's existence, namely 1981 to 1988. I am trying other avenues in order to reconstruct this gap, but this serves as a timely reminder to all clubs. You should ensure that you not only focus on the here and now, or strategise for the future of your clubs, but ensure you have practices in place that will protect your history.

BMW Classic is often heard using the phrase "without the past there is no future" or words to that effect. So please take the warning seriously and examine your own club's situation. And while pondering your past, please have a look to see if you have any records relating to the early days of the Council. I would be very grateful to hear from you.

Ian Branston
Chairman
BMW Clubs International Council

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The transport and logistics service of BMW Group Classic

From Munich into the world!

By Dr Thomas Tischler, Team Leader Service BMW Group Classic



Efficient transport and punctual delivery

The international transport and logistics service of BMW Group Classic professionally organises and supports appearances and transport of classic vehicles worldwide.

What do the cities of Paris, New York, London, Auckland, Sydney, Singapore, Shanghai, Beijing, Tokyo and Kuala Lumpur have in common? All of them have played host to the vintage cars and classics of the BMW Group collection. The cars have played a prominent role alongside current BMW Group models at product launches, international press events, trade fairs, exhibitions, rallies and motor racing events.

BMW Group Classic makes all vehicles from its collection available to BMW divisions, BMW subsidiaries and also to external customers. So requests come in every day from all over the world for the “vehicle deployment management/logistics” team.

Appearances are all organised and managed from Munich. Punctual delivery is organised along with efficient transport and professional support at the event venue. Nothing is left to chance: the foremost priority is to transport the vehicles – in some cases irreplaceable treasures such as Art Cars – to their temporary destination safely, carefully and free of damage. The logistics partners selected must fulfil the very highest requirements and

security standards so as to ensure that the vehicles are protected. In some cases, special containers are even constructed. The vehicles are always accompanied by the “guardian angels” of BMW Group Classic.

Specially trained assistants and mechanics supervise the entire transport, storage and installation into the event venue (e.g. a museum). And support staff are, of course, always at hand when it comes to active driving appearances (e.g. at rallies) as they are at photo shoots at Times Square, in New York. In 2009 over 280 international appearances were organised.



Specially trained assistants and mechanics supervise the entire transport

As part of the range of services offered by the BMW Classic Centre, a worldwide pick-up and drop-off service is also provided for private customers. Whether the vehicle is to take part in a rally or a Concours d'Elegance or is coming into the BMW Classic Centre for restoration, BMW Group Classic specialists take care of the vehicles just as if they belonged to the BMW Group collection themselves. If you have any questions on international vehicle deployment, Dr. Thomas Tischler (thomas.tischler@bmwgroup.com), Head of BMW Classic Service, will be glad to advise you.

Customer survey by BMW Group Classic Parts Sales

We are interested in your feedback!

This is the only way we can ensure an increase in what is most important – your satisfaction – as well as expanding our range of parts and services for classic BMW vehicles on an ongoing basis. We are conducting a customer survey here. Please take a

little time (approx. 8–10 minutes) and follow the link www.staffadvance.net/bmwgroupclassic/53 to take part in the survey. Thank you for your support!
Your BMW Group Classic Parts Sales

Excellent riding weather and numerous attractions at the BMW RA International Rally 2010

38th BMW RA International Rally in Pownal, Vermont

By David de Bruyn, Vice-Chair Motorcycles, BMW Clubs International Council

Located in the southwest corner of Vermont between Bennington, Vermont and Williamstown, Massachusetts, USA, the town of Pownal and the Green Mountain Energy Park was the base for the BMW Riders Association's 38th International Rally, 29 July and 1 August 2010.



Photo: Will Guyan

The Green Mountain Energy Park of Pownal was the base for the RA Rally

The site was chosen as it offered superb riding in any direction, with the Green Mountains to the north, Berkshires to the south and Catskills to the west. It also offers privacy which implies no disturbances to the neighbours whilst providing lots of open space for camping. The Town of Pownal entertained the riders and its residents with fireworks at the park on Saturday night, in celebration of their 250th birthday.

The weather gods looked down upon the park and decided to provide four days of excellent riding weather to the riders, numbering between 1,500 and 1,600, who started arriving from Thursday, representing almost all of the 52 US states, and also a group from Canada due to its relative closeness to the rally site.

Arriving at the site, the first stand that drew attention was the BMW Motorcycle Owners of Vermont who welcomed riders to Vermont and provided advice and instructions to many self-guided routes in the area. Max BMW had also arranged GS rides on the many forest roads in the area which turned out to be truly challenging.

Next in line was the Black Eagle shop for those who needed to purchase some memorabilia, and various other vendors scattered around the site enabled riders to have pin striping added to their bikes or helmets, LED lights fitted for better visibility or heated

clothing required for the upcoming winter. A beer garden, a ice cream store and, a fudge shop also offered local produce. A huge stage was set up for the evening entertainment which was provided by Red Haired Strangers, Cobalt Rhythm Kings and Unusual Suspects.

The Green Mountain Energy Park's history and characteristics contributed to the event – it was initially opened as the Green Mountain Race Track in 1963, and is in the middle of 144 acres of broad, flat land bordering Route 7.

The park provided ample space for a GS off-road track build by Max and Ben Stratton from Max BMW Motorcycles which included jumps varying in height, a gigantic teeter-totter, two holes, of which one was filled with car tyres and the other with rocks, a mud bath and much more which provided some serious challenges for riding. In combination with the old racetrack it provided lots of entertainment for the spectators, and allowed enthusiastic riders the opportunity to try their hand at the fleet of G450s provided by Max BMW, or you could use your own GS, or if as one brave K1200LT rider who took on the teeter-totter.



Photo: Will Guyan

GS mudbath

This culminated for the more serious from practise sessions on Thursday and Friday into the GS trails held on Saturday that included slow-speed riding that highlight bike control, and ability to manoeuvre successfully over various obstacles against time.

In the main building, a timeline-based display featured the history of BMW motorcycles, complemented with an amazing collection of vintage and veteran motorcycles from the Peter Nettesheim Museum. Peter was also the host on the stand, and entertained visitors with a whirlwind tour through the centuries, during which at least one engine was started with a single kick, and punctuated

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Photo: Jeff Yoost

The welcome area

with numerous spins around the building and parking lot with one of the motorcycles.

Explaining the braking system and the wooden brake pads on a BMW R32 – Peter responded to a question as to where he gets brake pads and from which wood they are made. Peter explained that he manufactures these himself, and that almost any wood would do – this bike was fitted with maple as “nothing beats the smell of maple in the morning”.

Also featured in the same area was the Vintage BMW Motorcycle Owners Club and a glorious example of a 1952 R68 ISD – lovingly restored by Roland Slabon.

The On the Level (OTL) editor Will Guyan and technical editor David Bromfield hosted an information session to discuss the direction of the magazine. Discussions ranged from the new editorial direction to social responsibility.

Stopping in for a quick question and answer session was BMW Motorrad USA’s Motorcycle Communications Manager Roy Oliemuller. Topics included the new 1600cc GT and GTL, as well as maintenance issues.

Personal comment from David: compliments to all. Your hospitality was first rate, and you make tremendous examples of BMW Club life and your enthusiasm in volunteering for this stupendous – this is especially for Debbi and Mel Harbour, Jeff Yost, Rose and Bob Wood, George Nyktas, Will Guyan, David Bromfield, Peter Nettesheim and all the others that welcomed me and all the riders attending.



Photo: Jeff Yoost

David de Bruyn, Will and David B.

Further information:

BMW Riders Association
www.bmwra.org

A Friend of the Marque on a visit to BMW Group Classic

By Ian Branston, Chairman of the BMW Clubs International Council

At the conclusion of a touring holiday in Europe with his wife Jenny, Friend of the Marque John Hebron of the BMW Car Club of Canberra, Australia, took the opportunity to pay a visit to the BMW Clubs International Office in Munich. After a brief tour of the BMW Classic collection John added his “mark” to one of the Friend of the Marque signature boards. Any holder of this prestigious award is welcome and encouraged to pay a visit to the Club office and with a little prior notice arrangements can be made to add another signature to one of the Friend of the Marque boards.



John Hebron and his wife Jenny

The limits of control

Driver training from BMW Club Atlantic

By Matt Bubbers, Honorary member of BMW Club Atlantic



On Canada's Atlantic Coast, hidden among forests and farmers' fields, is a gem of a technical motor sport track. Most tracks are businesses, long since commercialised and run for profit – but not Atlantic Motorsport Park. It is well maintained by sponsors and a dedicated group of local volunteers and enthusiasts who have preserved it essentially unchanged since it was built in 1974.

The BMW Club of Atlantic Canada is one of the ten members/owners of the cooperative and it is here at this unique venue that the club holds its Driver Training Schools. "It's about the experience: getting to know your car, getting to know your current skills, and identifying and developing new skill sets," said George Garner, co-founder and president of the club. The school runs over two days, both at the track. The program is aimed at drivers of all skill levels.

Atlantic Motorsport Park, AMP, is a short and technical track with huge elevation changes – so much so that the motorcycle riders have nicknamed it "The Roller-Coaster." Novices usually make up a good portion of the entries, and so the first part of the school is dedicated to developing car control skills. Students first learn theory taught by Richard Bureau, assisted by a multimedia program put together by videographer David Hockey. Question sessions directed by Gerry Hayward complete the program. Once on the track, a dedicated team of 25 personal instructors tutor the students in all aspects of the program.

"A lot of people show up with their cars thinking they have just a little to learn," Garner explained. Some have a false confidence and the basic exercises surprise and challenge them. "It's enlightening when they realise they have much to learn," he added. After two days on the track with an instructor by their side and

hours of in-class instruction from Richard Bureau, students come away with a good understanding of their car's limits, and more importantly, their own limits. Of course, it's also just a massively fun way to spend a weekend.

Next up for the Atlantic club is a nine-day tour of BMW AG's facilities in Munich. They'll hit the Nürburgring for a ride with Sabine Schmidt in the 5 Series "ring taxi" and since George Garner was given the prestigious Friend of the Marque award in 2009, the group have been granted a tour of BMW Classic and the "FIZ" engineering facility.



Happy club members after a successful driver training

If you feel like taking a trip to Atlantic Canada and to the Atlantic Motorsport Park, the Driver Training Schools are held in June and August.

Further information:

BMW Club Atlantic Canada
www.bmwclubatlantic.ca

GLAS Club members on a visit in France

24 exciting hours at Le Mans

Text and photos: by Uwe Gusen, President GLAS Automobil Club International

This is Le Mans

Everyone knows the 24 Hours of Le Mans. It made an impression on me even as a child: once a year international automobile manufacturers and major teams take on the challenge of competing against the best in the world for 24 hours – whether in pouring rain or scorching heat – and engage in murderous material warfare. These races have been held in Le Mans, around 150 km south-west of Paris, since 1923.

In addition to this annual event, the Le Mans Classic has been held every two years since 2002 where historical vehicles also face up to their rivals, divided into six classes according to their year of construction. It has become the biggest vintage car race in the world – simply incredible when after the introductory lap the pace car leaves the track and the famous Porsche 917s



Fascinating view from above

unleash their 12-cylinder power with such a deafening noise you need earplugs on the grandstand. And the BMW M1 and Ferrari 275 GTB roar at almost the same volume: within a short time one can identify each vehicle type by its distinctive engine sound. Especially the sonorous burbling of the large eight-cylinder from the Corvettes and Shelby Cobras show that here each hp was teased out. The SAAB 1993 GT is, however, with its two cylinders, as a screaming machine.

The vehicles run in their classes three times in a succession for 45 minutes each on a circuit which is just over 13 km, so they are always on the track during the day and at night during the course of the race. A change of driver is compulsory.

This period is long enough, for here the teams are fighting for the best times, which will be added to all three races. The most invaluable vehicles or individual pieces go on the fine line between winning and material destruction. Often there are no spare parts for the vehicles, and have to be made at dizzying prices. In addition to this special racing event, Le Mans has also become the biggest vintage car meet in France. The rarest automobile

makes are to be found there, especially those with a Francophile touch. About 7,000 classic cars can be seen, most of them presented in club areas.

The outward trip

This year we had the idea of visiting Le Mans with a group of GLAS vehicles, and we were able to persuade another 11 GLAS enthusiasts with a total of seven vehicles to undertake the adventurous trip of more than 2,000 km.

On Wednesday 7 July we left Munich in two GLAS GTs and stayed the night in Ittersviller, Alsace. After a hearty meal we then set off next morning with Eric and his son, our member, to cover the 700 km distance for the day en route to Le Mans. On the way we met our first fellow enthusiasts who joined our GLAS troupe.



Exotic beauties in France – the vehicles of the GLAS Club members

The second group set out on Thursday from Niederrhein near Düren. Our friends Bernd from Hamburg and Hans-Hermann from Lemgo had to get an early start to be ready in time at the agreed point of departure, but in the end everyone reached their destination safe and sound.

On Friday we drove to the racing grounds where the BMW Club de France was waiting for us with reserved parking spaces. Club President Guy Guillot and former president Bernard Blondeel gave us a warm welcome and our Club member Michel Pajot was also there to welcome us. The new flag stand was mounted right away and everyone joined together to hoist the GLAS flag.

First impressions

Shortly afterwards we launched ourselves into the tumult and spent the entire weekend looking round the many sales stands and paddocks at an average temperature of 32 degrees. I was especially impressed by the lively goings-on on the roads. Service cars powered by electrical or combustion engines went backwards and forwards delivering tyres, spare parts and even entire tool trolleys. If they couldn't get through quickly enough they hooted, whistled and shouted to attract attention.

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Also the little racers had fun

Passenger transport was taken care of by a club for military vehicles, and so drivers, mechanics and VIPs were driven in jeeps or personnel carriers. All drivers of these vehicles were appropriately dressed and you could often hear a chauffeured officer using a whistle to clear the way. Training started at 3 p.m. and for the first time you could see the fascinating vehicles on the race track. We took up our position near the Dunlop bend in the shade where we witnessed a number of spectacular turns.

Lots of contacts

I was hoping to find some French GLAS Club members at this event, so Eric and I went off in search. At the Hotchkiss Club stand we found the first two of our members. We took a look at the Hotchkiss vehicles of the two gentlemen then returned to the BMW Club stand.

By this time Dr Schulenburg of BMW Classic, responsible for international trade fairs and events, and Mr Nohl of the BMW Classics historical racing department had arrived. BMW Classic had set up a large tent nearby where the main feature was a number of different original Art Cars.

Gradually many more of our Club members came along and several interesting discussions were held. And the GLAS vehicles were thoroughly inspected, too, of course. As it is not often that you see such exotic cars in France the spectators were excited and surrounded the vehicles. The parking lot was filling up gradually and so a wide range of BMW vehicles were on display.

The race

The day passed by very quickly and the first race started at 4 p.m. A new group started every hour until all six had got underway. Then the whole thing started again from the beginning.

We followed the race with great interest until 10 p.m. Then we drove the 15 km back to the hotel and had dinner. But the night was not yet over. At midnight some of our group wanted to go back to the track to watch the night race.

So a small group set off, however they had great difficulty finding our parking area. The normal entrances were closed so one had to ask one's way through the grounds. Easier said than done – especially without a good knowledge of French. At one point our night owls landed on the bivouac site of the military vehicles and they felt as if they were in the middle of a war. As well as the various vehicles, authentic tents had also been set up, and the soldiers in uniform were part of the show anyway. But finally they did arrive at their destination and were able to watch the bright headlamps and the flames leaping out of the exhaust pipes. They were all back by 4 a.m.

On Sunday we went down to the track at around 8.30 a.m. and watched the end of the race.

Conclusion

And so a wonderful, exciting weekend finally came to a close. With two GLAS GT Coupés, two convertibles, a 1204 convertible, a 1700 sedan and – with French support – a BMW 1600 GT and a BMW (2600) GLAS V8, we attracted a lot of attention among



Board members of BMW Club de France and GLAS Club with Dr Schulenburg and Mr Nohl of BMW Classic

French and international spectators. There was much discussion in German, French and English – not to mention gesticulation with hands and feet!

On the way back we went to a junkyard to see a lost GLAS GT Convertible between thistles, but unfortunately it had just been sold.

Further information:

GLAS Automobil Club
www.glassclub.org

34th annual meeting of the BMW Veteranen-Club Deutschland e.V.

The “Rolling BMW Museum 2010” in Coburg

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



Formation of the 130 vintage cars and motorcycles in the marketplace

Even in the morning there is bustling activity in the Am Anger car park. Our president, Rüdiger Jopp, with the help of his wife Christel, is clearly experienced as he sorts the 130 BMW classic cars by starting numbers as they arrive (88 BMW automobiles and 42 motorcycles) and assigns parking spaces.

At 9.30 a.m. sharp we get underway. The sky is heavy with grey clouds, but at least it is dry. I am with Bernhard Knöchlein in his rare four-door BMW 326 Autenrieth Convertible and we pass through the start. After a short spell on the motorway we change to quiet side roads which wind their way through the unspoilt natural surroundings of Upper Franconia. Light rain starts to drip on the top, which has wisely been left closed just in case. The tiny windscreen wipers busily flap back and forth to remove the drops of drizzle. The route takes us along little-used roads through the beautiful Lautertal valley past lakes, blooming meadows bathed in colour with peacefully grazing cattle, and through placid villages as we approach the state border of Thuringia. Gentle hills and idyllic river valleys accompany us on our way into the Froschgrundsee nature reserve.

After crossing the Thuringian state border our meandering route takes us through a deep, dark forest up a steep climb. A lengthy procession of Club members has formed in front of us who prefer a more stately pace and they ascend the slope rather like a perfect row of beads. Bernhard bravely pulls past them in his BMW 326 Convertible and we pass through several villages, eventually arriving in Bad Rodach where cool drinks and crunchy Thuringian roast sausages from the barbecue are provided at lunchtime.

After the lunch break, the sun blinks a little more brightly through the cloud, so it's high time we opened the top of the BMW 326 Convertible. Finally we are able to take in the wonderful landscape with all our senses. The fine country air and the penetrating sweet smell of the many bright yellow rapeseed fields flood into the vehicle's interior. But it is unusually cold for the season, and the blustery, cool airstream blowing past us gives us some idea of how our motorcycle colleagues must be faring on the excursion.

The route has been selected with intimate knowledge of the locality and runs through the most exquisite natural landscapes of southern Thuringia. Fascinating panoramic views alternate with picturesque valleys, densely wooded hillcrests and gently curved ridges. We approach our destination of Coburg passing around and partially through the south-western tip of Thuringia.

From pretty half-timbered villages with onion-towered churches and cherry trees bursting with pink, children wave merrily at the rolling BMW museum. 20 years after German reunification, it is almost impossible to say whether a village belongs to Bavaria or Thuringia, let alone trace the inner-German border without taking a peak at the map. Back in Coburg, the BMW dealer Wormser welcomes us with coffee and cake.

From here we drive on to the finishing line in Coburg's market square. An Italian trio playing hits of yesteryear is especially popular. In a relaxed atmosphere, BMW friends discuss their impressions of the 160-kilometre drive and tell interested locals about their historical vehicles. The striking image of lovingly maintained BMW automobile and motorcycle veterans amidst the unique ensemble of richly decorated Renaissance and neo-Gothic architecture in the Coburg square is immersed in the warm, soft light of the late afternoon sun.



En route through the most exquisite natural landscapes of southern Thuringia.

In the evening, the BMW friends come together once again for a festive event at Kongresshaus Rosengarten. Here participants are served a delicious four-course menu and our president Rüdiger Jopp, is in an excellent mood as he once again delivers a wonderful speech. After the honours, awards and program of entertainment, the dancing goes on into the late evening.

BMW Club Queensland meets a living legend

An evening with Jim Richards

By Leanne Tymms, Vice-President BMW Club Queensland / Clubs Australia Delegate

It was 11 months since we had first met Jim at Speed on Tweed in 2008, where we asked him if he would consider coming along to one of our monthly meetings to talk to us about his time with the JPS BMW team. To our surprise, he answered yes straight away. It took a large amount of coordination to arrange this big event, and finally the date was set for the 14 August 2009. And then all of a sudden, the night was fast approaching!



All attendees hung onto Jim's every word

Quite a lot of planning went into the evening as we had decided to forgo the normal meeting structure, instead setting an informal agenda where Jim would take centre stage and share with us the JPS story. We asked Brisbane BMW if they would like to be involved, and they were more than happy to oblige, and so the M showroom was made available for us to use. Also, Tony and Diane Poulos, owners of an immaculate JPS BMW 6 series car, were keen to have that on display for the evening, along with their vast collection of other JPS memorabilia. Brisbane BMW also generously offered the raffle prize of driving a current 6 Series Coupé for one week, which was won by Ruth Farrar! How good was that?

On the night, Jim spoke for the first 30 minutes, and then the next 40 minutes or so were driven by the audience asking questions of Jim. After that, we showed the ABC highlights package of the 1985 Castrol 500 from Sandown Raceway. While that was playing, we mixed and mingled with Jim as he signed books, posters, photos or any memorabilia that had been brought along by club members.

The night was attended by 70 people and went off without a hitch. "Gentleman Jim" certainly lived up to his nickname, as he was obliging to each and every person who came to speak with him, and many members had memorable photos taken with a

living legend. During Jim's talk, everyone who attended hung onto his every word, and were enthralled by the stories he told. This was made even more special as many present had witnessed the events when they happened back in the heydays!

"Who is Jim Richards?" you may ask. Well, he is seven-times James Hardie 1000 winner at Bathurst; eight-times outright winner of the Targa Tasmania; four-times Australian Touring Car Champion (two of them in a BMW) and a frequent competitor in many tarmac rallies in Australia including "Targa West" (WA); "Classic Adelaide" (SA); Mt Buller Sprints (VIC); Dutton Rally (NSW) and the recent "Suncoast Classic Tarmac Rally" (QLD). In 2006, Jim was inducted into the Australian Motorsport Hall of Fame. We should also mention his participation in the Porsche Cup, Nations Cup and Carrera Cup, and currently he is competing in the "Biante" Touring Car Masters series.

This night could not have happened without the cooperation and support of Martin Roller of Brisbane BMW and his marketing team. Our club is very appreciative of this support, and for Tony Poulos making his vehicle available and presented in mint condition. This event was truly a gem in the social calendar for the club, and we were all privileged that Jim was happy to come along. The evening flew by and didn't seem long enough. This will be talked about for many moons to come!



Tony and Diane Poulos' immaculate JPS BMW 6 Series car.

Further information:

BMW Club Queensland
www.bmwclubqld.asn.au

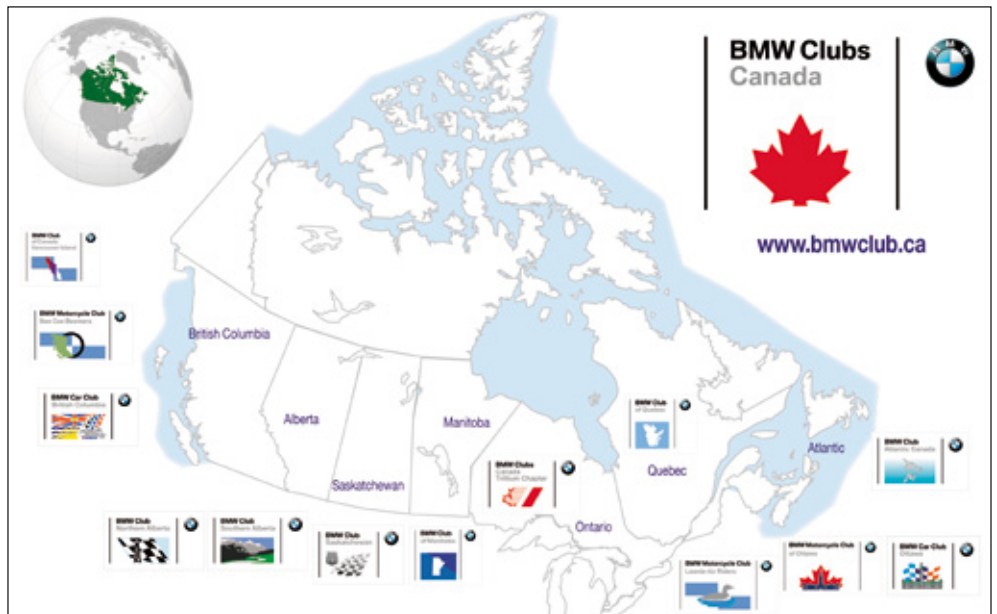
Portrait: BMW Clubs Canada

A Mari Usque Ad Mare – “From Sea to Sea”.

By Rolf Drommer, Secretary of BMW Clubs Canada

Canada is a big country, full of unique experiences and places to explore. It is the world’s second-largest country by total area. We stretch from the Pacific to the Atlantic and deep into the Arctic, so the motto above is quite appropriate, and the BMW Clubs Canada have members from sea to sea.

Even though there are often great distances between clubs, a cross-Canada car trip to see each club would be at least 6,000 km. Canada has an active BMW Club community of 14 active official clubs with 2,156 club members. 10 car clubs and 4 motorcycle clubs are there to serve the many enthusiasts. We love our BMWs and love to drive them. I’ve been fortunate enough to meet some of the other club members from across the country, but considering the size getting folks together is a bit of a challenge at times. Club members enjoy having a means to get together and share their passion for the marque. Enthusiasts come in all shapes, sizes and colours, just like the cars. They are unique and have this “je ne sais quoi” about them. We are fortunate to have a network of 40 BMW automobile retail centres and 19 BMW motorcycle retailers representing the BMW Group Canada across the country that support the club enthusiasts.



During 2000 groups of representatives worked on creating and revising the new structure and bylaws. Those changes included changing the legal name to the shorter form of BMW Club of Canada – Le club BMW du Canada. Along with the name change the new bylaws reflect the umbrella nature of the club as requested by the BMW Clubs International Council.

In 2001 the new bylaws were finally ready and at the national AGM in November of 2001 members voted unanimously to accept the new bylaws and structure.

The beginnings of the BMW Club of Canada, the official umbrella club for BMW Clubs in Canada, started in the early 1970s with a bunch of enthusiasts in Ontario. We trace our roots back to 1973.

By 1980 the club was well underway, and formally incorporated under the authority of the Canada Corporations Act as the BMW Car Club of Canada – Le Club De L’Automobile BMW Du Canada. 2010 marks the official 30th year since incorporation of the BMW Club of Canada, which is now known as the BMW Clubs Canada, the umbrella club for member BMW Clubs in Canada. We have been a member of the International Council of BMW Clubs since its founding in 1981. During the 1990s the club grew with the start of chapters in other provinces. In 1998 a new set of bylaws were adopted for the club. Also in 1998 several of the chapter clubs sought changes in the way that the national club was operating. In the autumn of 1999 the then eight member clubs participated in a chapter development conference. The outcomes of that conference led to the drafting of a new structure, and new national bylaws.

The eight regional representatives that had been working on the new bylaws and structure became the new national directors, and the first national directors’ meeting was held in Vancouver in February 2002.

Our clubs exist to actively promote the varied interests of BMW owners and enthusiasts, whether drivers or riders, in the spirit of fun, friendship and safety. You are welcome to our driving schools, monthly meetings, annual picnics, car shows, auto-crosses, road trips, and more.

BMW Clubs Canada

Founded:	1980
Members:	14 clubs with 2,156 members
Type:	Umbrella organisation
Website:	www.bmwclub.ca

Diary

There is still a number of promising events coming up this year which you should definitely not miss. You can now also find the 2011 events. Your event isn't listed yet? Then simply send us the respective information.

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



Photo: Dr. Monika Aymans

GS meets reindeer on the way to the North Cape

October	8–9 October	Auto Klassik in Bogota (CO) www.bmwclassic.de
	9–10 October	VETERAMA 2010 in Mannheim (D) www.veterama.de
	9–13 October	BMW Clubs International Council Meeting in Queenstown (NZ) www.bmw-clubs-international.com
	27–31 October	XIV International Mexico BMW Convention in Chiapas (MEX) www.motoclubchiapasbmw.com.mx
November	26 November	Night of the white gloves at the BMW Museum (D) www.bmw-museum.de
Preview 2011		
February	4–6 February	Bremen Classic Motorshow (D) www.classicmotorshow.de
March	10–13 March	Retro Classics in Stuttgart (D) www.retroclassics.de
	30 March – 4 April	Techno Classica in Essen (D) www.siha.de

Further information

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

Clubs:

- www.bmwra.org
- www.bmwclubatlantic.ca
- www.glasclub.org
- www.bmw-veteranenclub.de
- www.bmwclubqld.asn.au
- www.bmwclub.ca
- www.bmwautoclubcolombia.com

Events:

- www.bmwclassic.de
- www.lemansclassic.com
- www.veterama.de
- www.bmw-clubs-international.com
- www.motoclubchiapasbmw.com.mx
- www.bmw-museum.de
- www.classicmotorshow.de
- www.retroclassics.de
- www.siha.de



Photo: BMW AG

One of the most conspicuous bikes at the BMW Motorrad Days 2010