

# Council News

4/08

Newsletter of the International Council of BMW Clubs



Club members of the BMW Car Club of British Columbia presented their cars in front of the conference hotel

## Highlights of this issue

- **Report:** Council Meeting 2008
- **Current Events:** Poster "75 years of the BMW kidney grille"
- **Current Events:** New home for the International BMW Club Office
- **Report:** 10 years of the Z3 roadster Club Deutschland e.V.
- **Diary:** Key international events for the BMW Club scene and BMW Classic

## The Council Meeting 2008 – A New Zealand perspective

In 2007, the BMW Owners Register of New Zealand (the Register) became a member of the International Council of BMW Clubs. We're a national motorcycle club with 500 members offering weekly and monthly gatherings in 12 regions with three major events for the whole club organized throughout the year. As Editor, I'm part of an elected four member Executive Team supported by a Membership Secretary, a Regalia Officer and 12 Area Representatives.

Gerry Hodges, President of the BMW Car Club of New Zealand and current New Zealand delegate for the Council, invited the Register to observe this year's meeting in Vancouver with a view to working towards forming a New Zealand Clubs umbrella organization, preserving the individual identity of our organizations.

Read more on page 03

BMW Clubs  
International Council



## Contents Edition 4/08

- Page **2** **Editorial / Contents**  
Greeting from Phil Abrami
- Page **3** **Report**  
Continued from page 01:  
Council Meeting 2008
- Page **4** **Current Events**  
New home for the International  
BMW Club Office  
"75 years of the BMW kidney grille"
- Page **5** **Current Events**  
The BMW Group Archive  
Now available: The book Touring  
–Car Racing and Sports Cars
- Page **6** **Report**  
10 years of the Z3 roadster Club  
Deutschland e.V.
- Page **7** **Report**  
2,000 mile dream tour through  
Northern California
- Page **8** **Report**  
46<sup>th</sup> BMW Club Europe Meeting  
2008 in Engelberg
- Page **9** **Portrait**  
ALPINA Gemeinschaft e.V.
- Page **10** **Diary**  
Key international events for the  
BMW Club scene and BMW  
Classic

## Further information

Visit us on our website:  
[www.bmw-clubs-international.com](http://www.bmw-clubs-international.com)

## Publication details:

V.i.S.d.P.: Jörg-Dieter Hübner  
Schleißheimer Straße 416 / BMW Allee  
80935 München  
International BMW Club Office  
[www.bmw-clubs-international.com](http://www.bmw-clubs-international.com)

## BMW: The Ultimate Versatile Machine

According to Webster's, versatile is an adjective, the meaning of which includes: changing or fluctuating readily; embracing a variety of subjects, fields, or skills; and turning with ease from one thing to another. What an apt way to describe a BMW.

It has been my pleasure to drive a host of BMWs, old and new, over the last few years. I've flown down the Autobahn in the new M3, figuratively at least, and I've driven it through mountain roads where it felt equally at home. And I've experienced the delights of the "new in North America" BMW 135i as both a cabriolet to drive around sunny, but very urban Vancouver, and the 135i coupe as a stock, but still very much a pocket rocket, lapping at LeCircuit in the Laurentians of Quebec. Both are amazing cars and both are capable of providing pleasant, and at times exhilarating, driving experiences in many ways. Versatile.

Here in North America, as in many places in the world, the banking fiasco, skyrocketing fuel costs, and environmental concerns have brought increased attention to the need for cars to be fuel-efficient. Monster V8s must be real fuel hogs, right? Not if they're BMWs. This summer I took a 500-mile trip in my 1997 BMW E39 540i and, even with ten-year-old BMW technology, I managed 33.1 mpg (7.1 l/100 km). And to top things off, the n-way adjustable seats were wonderful and the sound system was awesome. Versatile.

For me, the ultimate expression of BMW versatility is at the track. While tracking a car is not for everyone, there are those of us who defend BMWs because of their poise and – here's that word again – versatility as road course performers. Quick, agile, easy to drive are just some of the characteristics which describe virtually every BMW made since the venerable Type 114. After all, how many cars can you steer with your feet instead of your hands? (It's called throttle steer. Look it up when you have the chance.) Versatile.

Of course, I can't forget the show and shiners whose love for BMW is about their appearance from the leading-edge designs, to the rich paints, striking mag wheels, sumptuous leather interiors, and so on. Yes, BMWs are great when they're just sitting in your garage. Versatile.

## BMW: The Ultimate Versatile Machine.

Oh, one more thing. Please don't forget to fill out the PSYMA club member's survey (<http://www.psyma-surveys.com/uc/bmwclubs>). Show how versatile you are!

Phil Abrami  
Vice Chairman Automobiles  
International Council of BMW Clubs





Continued from page 01: International Council Meeting 2008 in Vancouver / Canada

## The Council Meeting 2008 – A New Zealand perspective

By Garry Williams, Observer of New Zealand

I volunteered to go with my wife, Jo, although paying for our own flights meant we'd take a few weeks holiday too!



The most important topics this year: BMW Club Survey and the new BMW Club Corporate Identity

Direct flights happen every second day so we arrived a day earlier than most other delegates. We grabbed a beer with Gerry and a look around Granville Island before an early dinner and bed, a good thing after 14 hours on a plane.

On Saturday, while the Council Board conducted its board meeting, we had a look around Vancouver city before gathering for the welcome dinner. Anything involving BMW isn't done by halves and dinner was hosted on a launch cruising around Vancouver Harbour. Very pleasant and very picturesque.

Sunday was time for everyone to get to know each other. We set off early on a glorious morning to the Rocky Mountaineer train station in West Vancouver for the 3-hour train journey to Whistler Village. This is an amazing trip as the train hugs the oceanfront, winds through canyons and climbs the steep grades of the BC Coast Mountains.

The Whistler-Blackcomb ski resort will be used for the 2010 Winter Olympics. Tickets for a trip up the gondola were available and from the terminus one could take a chair lift to the top of Whistler Mountain. In September there's not much snow and the slopes had been transformed into a brilliant mountain biking arena. There were thousands of keen bikers out for the day.

Monday was the first day of the Council Meeting. The interest for me laid around the use of the logo and word mark and the Corporate Identity guidelines. We want to help ensure that our

public image corresponds with the BMW public image. We are open to changing our branding to meet these requirements and can have this done by January 2011.

I enjoyed the afternoon workshop scoping out the reorientation of BMW Group Classic and potential opportunities for clubs. What stood out for me was the engagement and passion for the brand and the evidence of dedication to fellow club members by the delegates.

Tuesday dealt with the more formal parts of the agenda, the highlight being a decision that the 2010 meeting could be in New Zealand, subject to a programme plan and budget being accepted by the Board. This will be an awesome opportunity for the car club and the Register to put on a memorable event for our international colleagues.

The afternoon provided an opportunity to enjoy a drive in the country. Jo and I ended up with a BMW 535xi courtesy of BMW Canada. We managed to have some fun and there were no Mounties around to make it expensive. On return to the hotel, BMW Canada and local BMW Club members hosted a fabulous conference closing meal and a few drinks.



The train winding through canyons on its way to Whistler Village

We enjoyed this conference a lot and made many new friends. It was great to meet up with people who are passionate about creating the best opportunities for others to enjoy being part of the BMW fraternity. We have a real opportunity in New Zealand to broaden our membership base. The support of BMW Group Classic and the International Council will become an integral part of this going forward.

### Further information

International Council of BMW Clubs  
[www.bmw-clubs-international.com](http://www.bmw-clubs-international.com)

## New home for the International BMW Club Office

As part of the reorganization of BMW Group Classic, the International BMW Club Office is now able to fulfill a long-held wish: the relocation of the office from its long-standing site in the Lauchstädter Street into the main building of BMW Group Classic. This was possible due to the fact that the department responsible for the new BMW Museum has now moved directly to the museum itself. At its new location, the International BMW Club Office looks forward to continuing its sound collaboration with the BMW Club organizations worldwide.

The address of the International BMW Club Office is now as follows:

### Postal address:

International BMW Club Office  
ST-1  
D-80788 München

### Street address:

International BMW Club Office  
Schleißheimer Str. 416  
80935 München

Tel.: +49 (0)89 382 33845 and +49 (0)89 382 24820

E-mail: [kati.hockner@partner.bmwgroup.com](mailto:kati.hockner@partner.bmwgroup.com)  
[dorothee.grau@partner.bmwgroup.com](mailto:dorothee.grau@partner.bmwgroup.com)

## Anniversary poster of the BMW Veteranen-Club Deutschland e. V.

# “75 years of the BMW kidney grille”

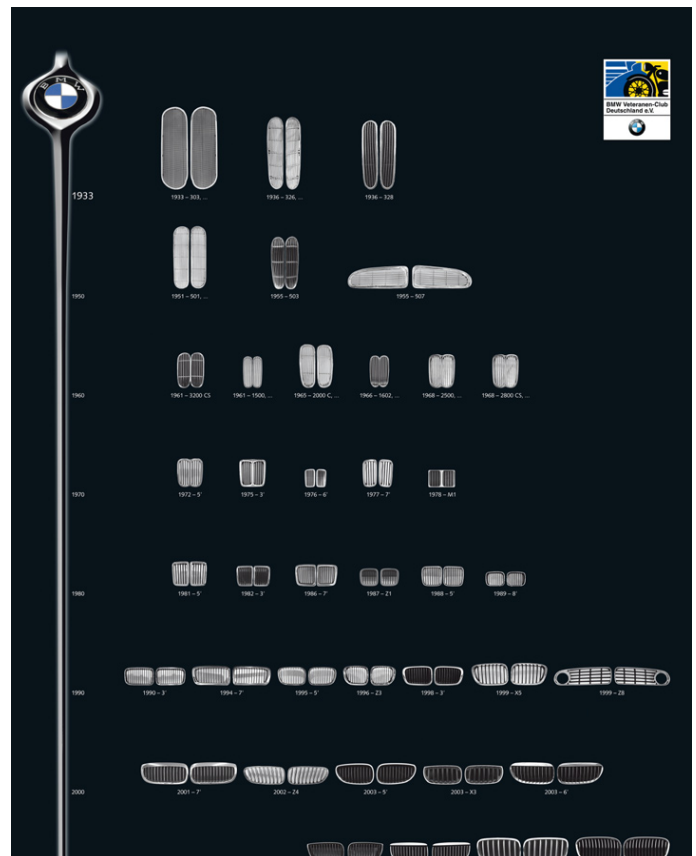
By Rüdiger Jopp, President BMW Veteranen-Club Deutschland e. V.

In 1933, BMW presented the prototype 303: not just its first automobile with a 6-cylinder in-line engine but also the first with the completely new feature of a vehicle front section with two adjacent intake openings for cooling air – the so-called “kidney grille”. It began with the high, narrow kidney grilles of the pre-war vehicles and the first post-war vehicles – the “horizontal kidney grille” of the BMW 507 was an exception. The small Isetta, the BMW 600 and 700 had an air-cooled engine installed behind the passenger cell and did not need the kidney grille. In the sixties to the early seventies the kidney grille with its central bar was lower and broader, while later the two halves moved apart. From the nineties the kidney grille was designed with greater freedom, now being wider than it is high, as well as being adapted to the more aerodynamically optimized bodies.

At the start of this development – 75 years go – it is unlikely that anyone could have foreseen the excellent tradition that had been started. Dr. Karlheinz Lange, honorary member of our club and head of engine development at BMW AG for many years, selected from his extensive documentation 40 kidney grilles which were used in BMW serial production models. Ms. Birgit Klemann, responsible for the layout and design of our Club News, adapted the scale of all these kidney grilles to create an impressive and highly attractive layout. Thus an outstanding overview of the historical development of BMW has been created with this unique piece of work for the anniversary “75 years of the BMW kidney grille”.

This poster, which has never before been available in this form, costs only 15 euros plus 7 euros for one-off postage (in Germany only). Special price for four posters: only 50 euros plus postage.

If you are interested in the poster, please send an e-mail to [info@bmw-veteranenclub.de](mailto:info@bmw-veteranenclub.de) !



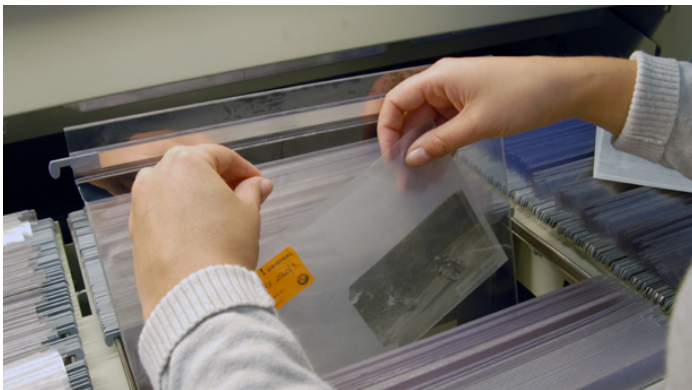
A great gift for Christmas – and a must for every BMW fan!

The BMW Group is the only vehicle manufacturer with a researchable archive on the internet

## The BMW Group Archive provides services to BMW Club members

By Fred Jakobs, BMW Group Archive

The BMW Group Archive is an integral part of BMW Group Classic. In contrast to many other company archives, however, it not only provides an internal service but is equally open to external customers. This means that members of BMW Clubs can make use of its many services.



The BMW Group Archive – a customer-oriented service provider

Thousands of customer enquiries from all over the world are expertly dealt with every year by the experts of the BMW Group Archive. Whether it is technical specifications, sales figures or rare film footage and photographs: as a customer-oriented service provider, the BMW Group Archive offers the kind of service one would expect of a premium company. This means that the BMW Group is the only vehicle manufacturer in the world to offer a freely researchable archive on the internet for

everyone to use. At [www.bmw-grouparchives.com](http://www.bmw-grouparchives.com) it is possible to conduct a fast and convenient online search through the nine decades of product, brand and company history of the BMW Group. Customers can purchase historical photos they have found online in high resolution quality using the integrated shopping basket system.

The BMW Group Archive offers a special service for owners of historical BMW automobiles and motorcycles: on submission of proof of ownership they can order an exclusive certificate for their BMW classic car. This high-quality “birth certificate” contains confirmation by the BMW Group Archive of production and delivery data available for the vehicle in question. The BMW Group Archive with its reference library can also be visited by prior arrangement. We recommend that customers start by researching online at [www.bmw-grouparchives.com](http://www.bmw-grouparchives.com). At this site it is also possible to download the user regulations and registration form.

#### Contact:

BMW Group Classic  
ST-4, BMW Group Archive  
80788 München

Tel.: +49 (0) 89 382 68281  
Fax: +49 (0) 89 382 24765

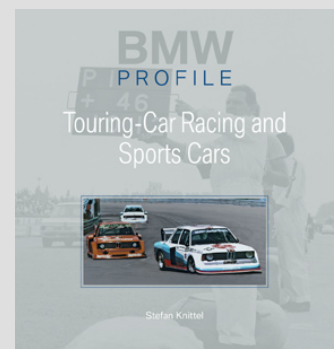
#### Further information

BMW Group Archive  
[www.bmw-grouparchives.com](http://www.bmw-grouparchives.com)

### Now available: The book *Touring – Car Racing and Sports Cars*

The history of the Bayerische Motoren Werke is inextricably bound up with fast, powerful sports cars and success on the race tracks of the world. The book on touring and sports cars which has now been published in the “BMW Profiles” series takes a precise, clearly delineated look at this ongoing, successful liaison which has existed in automobile racing since 1929. The focus is on BMW touring cars, which are undoubtedly some of the most successful vehicles in the history of motor racing. No other automobile manufacturer can boast such a record, especially in the sixties and seventies. From 1973 to 1979 BMW won six European Touring Car Championships with the BMW 3.0 CSL. In the eighties, the competition chased the BMW 635 CSi and from 1987 the BMW M3 led the field. The book also gives due recognition to famous racing drivers such as Hans Stuck and Dieter Quester and personalities such as the former BMW head engine developer Alex von Falkenhausen – himself a racing driver – and Paul Rosche. The book is an absolute must for fans of racing and of the blue-and-white brand.

The author Stefan Knittel is regarded as one of the leading experts on historical motorcycles and racing cars. He writes for numerous specialist magazines and is the author of several books. The book “Touring and Sports Cars” has 288 pages and is available now for 49.90 euros – from your BMW partner or in bookshops (ISBN Nr. in 978-3-8025-1623-8).





## Z3 roadster Club Deutschland e.V. celebrates its 10<sup>th</sup> anniversary

# Major anniversary tour “10 years of the Z3 roadster Club Deutschland e.V.”

By Michael & Marion Niklas, Z3 roadster Club Deutschland e.V.

### May 28, 2008

Off with the roof and let's head south: 4 Z3s from the Rhineland travel to Germering in a great mood and with lots of sunshine. Once they arrive at the hotel, they quickly look out for the others. More and more familiar and unfamiliar faces arrive – hellos, kisses and embraces non-stop. The first evening passes in no time – there is so much to talk about.



In front of the BMW FIZ – lined up to the millimeter Photo: Klaus Bierling

### May 29, 2008

Briefing (3 stages/330 km), via motorway to the BMW Dingolfing plant. Not so easy to stay together on the motorway – “antibodies” keep turning up in between. But everyone arrives and the visitor car park is occupied. After the official welcome, we make our way through the product halls and admire the impressive robots in the paintshop which look as if they were straight out of science fiction, sheet metal panels are punched with what seems like a medium-sized earthquake and computers mounting parts quickly and precisely ... With a slight delay we start out on our second excursion – a cross-country drive to Dachau. In perfect roadster wheather we pass through the wonderful landscape of Lower Bavaria. Before we get to eat in the magnificent rooms of the palace, the paparazzi track us down and take photos for the daily press. On the palace terrace we reflect on our first impressions of the tour. Returning to Germering in the dark, we round off the day in a beer garden.

### May 30, 2008

We travel to Munich by bus instead of the Z3s. Two travel guides treat us to a small selection of sights. Then on we go to the BMW Welt, where we admire this futuristic BMW palace and visit the BMW Museum with its veiled and unveiled BMW classics. Time is short, so we go back to the hotel. The odd beer is taken to allow us to reflect on the day's outing.

### May 31, 2008

Briefing (4 stages/220 km). Photo shoot in front of the BMW FIZ – we get there quickly and all the Z3s get into position. With

great discipline each one falls into place from all sides and by the time we're finished we feel like a hundred BMW Z3s. Even the sun doesn't want to miss this unique view. We get going again and explore the Alpine foreland. The route would warm the heart of any roadster fan. After a short break we go on a circuit drive of Lake Ammersee, fully savoring the roadster feel along this winding route. When we arrive at the car park at Schloss Seefeld, we climb the stairs to the palace and take refreshments in the sunny courtyard. The last stage of the trip takes us back to the hotel, where we immediately get down to recharging the batteries. In the beautifully decorated rooms, the Board welcomes participants including some friends from the Swiss BMW Z3 Club Vierwaldstättersee and Mr. Jörg-Dieter Hübner of BMW Group Classic. He reviews the last 10 years of the club. We are treated to a large and varied buffet and some fine drinks are served. Some dance to the music of the DJ, others move from table to table for a chat. Just before midnight we go outside to celebrate with a grand fireworks display: HAPPY BIRTHDAY Z3 ROADSTER CLUB GERMANY. Then the chatting, dancing and celebrations go on into the wee small hours.



Grand fireworks

Photo: Z3 roadster Club Deutschland e.V.

### June 1, 2008

The last day starts with a Bavarian white sausage breakfast. We meet for the last time in the courtyard. There is a grand farewell, not forgetting the ritual Z3 call. Many new friendships have been made and the Z3 community has been further enriched with some wonderful experiences. Our thanks go to the Club Board, the International BMW Club Office, the sponsors and also the excellent organization team. It was a fantastic tour and a resounding success.

#### Further information

Z3 roadster Club Deutschland e.V.  
[www.z3-roadster-club.de](http://www.z3-roadster-club.de)

Vintage Car Marathon from August 14<sup>th</sup> – 30<sup>th</sup>, 2008

## 2,000 mile dream tour through Northern California

By Goetz E. Pfafflin, CO President BMW Vintage & Classic Car Club of America

46 teams with vintage and classic BMW automobiles and motorcycles met in Aptos, CA on August 14<sup>th</sup>, for 16 days of touring along some of California's most scenic by-ways. The 2008 California Marathon, organized by the BMW Vintage & Classic Car Club of America, gathered at the fabulous Seascapes Resort on Monterey Bay, overlooking the Pacific Ocean, in time to witness the Historic Automobile Races at Laguna Seca and the one-of-a-kind Concours d'Élégance at Pebble Beach during the August 15<sup>th</sup> – 17<sup>th</sup> weekend.



Karl Baumer sending off the Marathon teams

Participation in the Marathon was equally split between entries from North America and from Europe, with the European teams coming from Germany, England, Switzerland, Luxembourg and The Netherlands. The same four motorcycle teams who had participated in the 2004 BMW Vintage Marathon on the U.S. East Coast, had signed up for California. Starting #1, Mathies Stüdemann from Hamburg with his 1928 R42/11, once again was the first to depart each morning.

Among the automobiles, with starting #10, the oldest BMW was a newly restored 1934 BMW 309 with its 845 cc four-cylinder, 22 hp engine, entered by owners Jim and Mary True from San Jose, CA. During the final banquet on August 29 both of these oldies were awarded gold medals, having completed the 2,000 mile (3,200 km) rally with no more than 40 penalty points, the maximum allowed for gold.

After the Laguna Seca / Pebble Beach weekend the driving portion of the Marathon started on August 18 with an initial Southern Loop of 245 miles (392 km), leading south-east along Carmel Valley Road, through the large U.S. Army grounds at Fort Hunter Liggett, west to the Pacific coast and north along California's beautiful Coastal Highway #1 back to Aptos. Karl Baumer, head of BMW Group Classic, greeted each of the par-

ticipants during the 8:00 – 8:30 a.m. departure, and sent them on their way with a "Gute Fahrt" salute.

The following days took the traveling museum of 46 Marathon teams, including 7 BMW Z1s from Germany, England and Luxembourg, north along the Pacific coast to Santa Rosa and Eureka, then east to Redding and from there to Lake Tahoe, through Yosemite National Park, to San Francisco and eventually back to the Seascapes Resort in Aptos, CA for the final banquet on August 29.

The challenge of this Marathon included three driving days of 250 or more miles (400+ km), a number of passes, including Tioga Pass in Yosemite National Park at 9,945 ft. (3,332 m), and occasionally very high daytime temperatures, peaking at 106° F (41.5° C), which taxed the limits of man and machine! En-route a number of special events were planned, including visits to four wineries in the Russian River Valley, hot-air ballooning in Santa Rosa, an afternoon visit to the lovely home of Jim and Gloria Smith in Sonoma for desert and coffee and an opportunity to view the Smiths' fabulous collection of vintage BMWs, a boat outing on Lake Tahoe, and finally either a sail-tour aboard a privately chartered Catamaran in San Francisco Bay or a guided bus tour of San Francisco.



Jim & Mary True with their 1934 BMW 309 were never the first to arrive, but they always arrived!

Thanks to the wonderful cooperation of a number of active members of the BMW CCA in California and the splendid support of BMW Classic and BMW NA, the 2008 California Marathon was an unqualified success as reflected by the numerous inquiries from participants about where and when the BMW V&CCCA would stage its next event.

### Further information

BMW Vintage & Classic Car Club of America  
[www.bmwvcca.com](http://www.bmwvcca.com)



## A new record was set – 371 BMW Z vehicles in Engelberg (Switzerland)

# 46<sup>th</sup> BMW Club Europe Meeting 2008 in Engelberg with integrated BMW Z rally

By René Michel, President BMW Z3 Club Vierwaldstättersee

The 46<sup>th</sup> BMW Club Europe Meeting (August 28<sup>th</sup> – 31<sup>st</sup>, 2008) was organized by the Association of Swiss BMW Clubs. In the very heart of Switzerland, in Engelberg in the Lucerne region, around 250 BMWs from 16 nations came together in glorious sunshine for a highly successful rendezvous.



Stopover at the Furkapass

A week of truly wonderful weather, an attractive support program, a beautiful setting and a sound mountain destination with a good infrastructure provided the framework for a successful event. The Wednesday turned out to be the main arrival day, with some latecomers on Thursday and Friday completing the colorful mixture which is the BMW Club community.

The highlights can be described as follows: a nocturnal meal on the Titlis (3,020 m above sea level), a mountain drive in glorious sunshine and glittering snow, a perfect sunset with an excellent dinner, an unforgettable trip down the mountain at night, accompanied by a perfect starlit sky, and Saturday's major tour across the Alpine passes of Brünig, Grimsel, Furka and Susten.

What is more, the veteran vehicles were able to go on a specially provided circuit tour in the Lucerne region. The Concours d'Élégance, a regular feature of the annual meeting, was held on Thursday on the car park of the Titlis cable car. A driving skills test was held at the same venue on the Friday instead of the usual slalom course. Both fixed program items were well attended and created a genuine emotional impact.

Various small-scale presentations of Swiss folklore and the Bavarian evening on Thursday were also key highlights. The tent erected on the square served as a central point for

check-in, meeting, assembly, communication and catering from Wednesday to Sunday. It was here that friendships were made and plans forged.

The party on the Saturday was the official conclusion of the 2008 Europe Meeting. Nonetheless, this social event was followed on Sunday by a vehicle-related program item, the BMW Z convoy of 2008.

Once again, the BMW Z vehicles started out from various points in Switzerland and neighboring countries for the drive to Engelberg. Using the existing infrastructure, a new BMW Z record was set. An impressive 371 BMW Z vehicles came together in a single day. In addition there were the various vehicles (cars and motorcycles) of the participants of the BMW Club Europe Meeting in one place – a truly beautiful sight, with lots of car talk and much clicking of cameras.



On Saturday – all participants' vehicles at a glance

Conclusion: A highly successful event in Engelberg came to a crowning conclusion on Sunday at around 1 p.m. The Swiss BMW Clubs would like to thank all participants for the positive atmosphere during the event. It was a pleasure for us to welcome the community to Switzerland. We wish all of you "Sheer Driving Pleasure" and remain your friends as ever. Finally, thanks also go to all the helpers, sponsors and patrons involved.

#### Further information

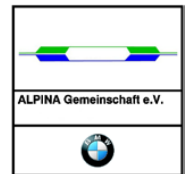
BMW Club Europa e.V.  
[www.bmw-club-europa.org](http://www.bmw-club-europa.org)



## Portrait: ALPINA Gemeinschaft e.V.

# ALPINA Gemeinschaft e.V.

By Robert Wimmer, Deputy Chairman of ALPINA Gemeinschaft e.V.



The ALPINA Club is a big family

In the early nineties an initially loosely organized, small group of fans of the brand BMW / ALPINA was formed in the Salzgitter area. René Bichler, the initiator of this community based around the popular cars of the automobile manufacturer ALPINA in Buchloe, began to plan the first national meeting for ALPINA enthusiasts in the course of 1993, with the help of Robert Wimmer from Munich.

In May 1994 the first annual meeting of the Alpina Club was held at Andechs Monastery by Lake Ammersee. In 1995 we experienced the first milestone in the history of our club: our annual meeting in Buchloe to mark the 30<sup>th</sup> anniversary of ALPINA itself, including an unforgettable guided tour of the plant.

From 1998 we began to produce a quarterly 16-page brochure as a circular to our members, who by now numbered 75. 1999 saw another milestone in our club activities as we started the first website of our own and for the first time passed the 100 mark in terms of membership.

Since then we have held annual meetings, generally at selected BMW / ALPINA sales subsidiaries or at events such as the Oldtimer Grand Prix at the Nürburgring.

At our club meeting in 2002 in Liechtenstein we were able to persuade the TV crew of the channel DSF to produce a report on the event for the program MOTORVISION CLASSIC.

In 2005, the Alpina Club presented its own trade fair stand for the first time at the world's largest exhibition for historical vehicles, Techno Classica in Essen. Since this event we have been able to develop many contacts with representatives of the BMW Classic and Type Clubs. As a result of popular demand, this led to application for incorporation in the International BMW Classic

and Type Club Section of the International Council of BMW Clubs. This application was accepted at the beginning of 2008 and we were able to present our club as part of the BMW Classic and Type Clubs for the first time at Techno Classica 2008. Our exhibition vehicle was none other than the original ALPINA DTM M3 E30 dating back to 1987, a friendly loan from ALPINA in Buchloe!

Preparations for 2009 are currently in full swing, anyone who is interested in ALPINA vehicles or who drives one is always more than welcome to join us.



Self-designed birthday cards for the club members

## ALPINA Gemeinschaft e.V.

<b>Founded:</b>	1994
<b>Members:</b>	203
<b>Type:</b>	Automobile club
<b>Website:</b>	<a href="http://www.alpina-gemeinschaft.de">www.alpina-gemeinschaft.de</a>

**Diary**

The year 2008 draws to a close but the planning for the upcoming events next year is going strong already. Below we have compiled the first fixed events for you.

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](http://www.bmw-clubs-international.com)



Successful at the Dunlop Targa NZ – Gerry Hodges and Peter Robinson (right)

<b>Jan.</b>	January 10	4 <sup>th</sup> Ironman Motorrad Challenge auf den Philippinen (PH) <a href="http://www.ironmanchallenge.com.ph">http://www.ironmanchallenge.com.ph</a>
<b>February</b>	February 05 – 07	Working Meeting of the International Council Board 2009 in Munich (D) <a href="http://www.bmw-clubs-international.com">http://www.bmw-clubs-international.com</a>
	February 06 – 08	BREMEN CLASSIC MOTORSHOW 2009, Bremen (D) <a href="http://www.classicmotorshow.de">http://www.classicmotorshow.de</a>
<b>March</b>	March 12 – 15	RETRO CLASSICS 2009, Stuttgart (D) <a href="http://www.retroclassics.de">http://www.retroclassics.de</a>
<b>April</b>	April 02 – 05	TECHNO CLASSICA 2009, Essen (D) <a href="http://www.siha.de">http://www.siha.de</a>
	April 24 – 26	Concorso d'Eleganza Villa d'Este 2009 (I) <a href="http://www.concorsodeleganzavilladeste.com/de">http://www.concorsodeleganzavilladeste.com/de</a>
<b>May</b>	May 14 – 17	Mille Miglia 2009 (I) <a href="http://www.1000miglia.eu">http://www.1000miglia.eu</a>
	May 16 – 23	BMW Z8 Club Italtour Cucina Italiana 2009 (D/IT) <a href="http://www.z8-club.de">http://www.z8-club.de</a>
	May 21 – 24	Spring Meeting of the BMW 6er Club e.V. in Vienna (A) <a href="http://www.bmw6er-club.com/">http://www.bmw6er-club.com/</a>
	May 21 – 24	33 <sup>rd</sup> Int. BMW Veteranentreffen in Bad Zwischenahn (D) <a href="http://www.bmw-veteranenclub.de">http://www.bmw-veteranenclub.de</a>
<b>June</b>	June 24 – 28	47 <sup>th</sup> BMW Club Europe Meeting in Lisbon (P) <a href="http://www.rideyourpassion.net">http://www.rideyourpassion.net</a>
<b>Sep.</b>	September 10 – 14	BMW Z8 Club celebrates 10 <sup>th</sup> Anniversary of BMW Z8 in Munich (D) <a href="http://www.z8-club.de">http://www.z8-club.de</a>

**Further information**

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

**Clubs:**

- [www.bmw-veteranenclub.de](http://www.bmw-veteranenclub.de)
- [www.z3-roadster-club.de](http://www.z3-roadster-club.de)
- [www.bmwvcca.com](http://www.bmwvcca.com)
- [www.bmwz3club.ch](http://www.bmwz3club.ch)
- [www.alpina-gemeinschaft.de](http://www.alpina-gemeinschaft.de)

**Events:**

- [www.ironmanchallenge.com.ph](http://www.ironmanchallenge.com.ph)
- [www.classicmotorshow.de](http://www.classicmotorshow.de)
- [www.retroclassics.de](http://www.retroclassics.de)
- [www.siha.de](http://www.siha.de)
- [www.1000miglia.eu](http://www.1000miglia.eu)
- [www.z8-club.de](http://www.z8-club.de)
- [www.bmw6er-club.com](http://www.bmw6er-club.com)
- [www.bmw-veteranenclub.de](http://www.bmw-veteranenclub.de)
- [www.rideyourpassion.net](http://www.rideyourpassion.net)



MOA Rally 2008 - The 2008 BMW MOA Rally grand prize bike