

Council News

2/08

Newsletter of the International Council of BMW Clubs



The BMW Z8 Club on its way to the Grand Prix Historique in Monaco

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With the BMW Z8 to the Grand Prix Historique in Monaco

The annual international spring events organized by the BMW Z8 Club have meanwhile turned into veritable calendar highlights. After such events as the Villa d'Este at Comer See in 1996, in which 62 cars took part, and the Mille Miglia visit in 2007, comprising 73 vehicles, this year's trip saw 60 cars from 11 nations making their way through glorious spring weather to the Grand Prix Historique in Monaco.

By Wednesday, May 7th, 48 BMW Z8's had arrived at the ALPINA premises in Buchloe, for a guided tour of the works. The level of interest displayed by the visitors was great; after all it was ALPINA who produced the 555 highly desirable, limited-edition ALPINA Roadster V8's. With an automatic gear-box and without the M5 power train, they assume an absolutely unique position within the realm of Z8 models.

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Visit us on our website:
www.bmw-clubs-international.com

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Dear BMW Club members,

When I took responsibility for a successful development of the worldwide BMW Club Organization in August 2003, I really didn't know what would happen in the following years. I saw a lot of new perspectives, I faced new challenges and I made quite a lot of different experiences, which I didn't know from my former work life. In this respect I continuously learned in the last five years.



And if learning is combined with a lot of fun, great partners/colleagues/team as well as "the most international job" within BMW AG, you can't go wrong! Especially if you have the chance to work with the most important customers of BMW: the BMW Club members! You are not only customers, enthusiasts and drivers of BMW bikes and cars, but ambassadors and multipliers for the BMW brand. Your ecommitment and your passion for the brand and your dedicated service for your fellow club members must be acknowledged at the highest level. Therefore I was and will always position BMW Clubs as the most valued collaboration partners for BMW.

Although sometimes we didn't have the same view and opinion on some topics, it was always a fair and trustful relationship with nearly everyone within the international BMW Club world. So I look back with very good feelings and I would like to thank you all for that!

I especially would like to thank the Board and the Delegates as well as the Team of the International BMW Club Office for their trustful, fruitful and professional work in the last years.

No worries, I will not leave BMW. I will stay within BMW Group Classic.

My new job includes dealing with the maintenance and international logistics of the historic BMW Group collection. Furthermore I am in charge of setting up an international workshop for classic BMWs – bikes and cars. We do offer service and check ups as well as complete vehicle restorations. We also want to internationalize our services in a short period of time. So if you need any particular help repairing or restoring your BMW vehicle, just send me an e-mail.

Dear BMW Club members, now I ask you for two last favors:

1. Support Jörg-Dieter Hübner, who is taking over again, and the Team of the International BMW Club Office in serving the BMW Clubs worldwide.
2. Take the chance and participate in the **BMW Club survey**. It is your input and your opinion that really counts! **Here you can find our survey:** www.psyma-surveys.com/uc/bmwclubs

With the best wishes for the future and the warmest regards,

Yours
Tom Tischler
BMW Group Classic

Continued from page 01: With the BMW Z8 to the Grand Prix Historique in Monaco

With the BMW Z8 to the Grand Prix Historique in Monaco

By Jürgen Wunderlich, President of the BMW Z8 Club e. V.

Since around 450 of the 555 vehicles were exported to the USA, and sold there with a BMW frame number, the remaining 105 are the only “real” ECE ALPINA Roadster V8’s whose papers actually state ALPINA as the manufacturer, and which have an original ALPINA frame number. Their exotic status should therefore be no surprise and they are naturally highly sought-after collector’s items.

Next, the group travelled over the San Bernadino through Switzerland to Acqui Terme, where we visited the picturesque Piedmont, and enjoyed our first Italian evening with by now 54 BMW Z8 vehicles in attendance. The Italian authorities had blocked off an entire road to serve as our parking area, and even ensured that we were guarded for the night. The local residents, most of whom were themselves motor-vehicle enthusiasts, were amazed at the fascinating sight, which – let’s face it – is a once-in-a-lifetime experience for residents of such a small town, and pounded us with all manner of questions.



Line-up in Acqui Terme in Piemont (Italy)

The next morning it was time for the active part of the trip. With a choice of three different suggested routes, we headed for the last stage of our journey, ending in Monaco. There was the fast route, for those participants who preferred to maximize their enjoyment of the amenities at the former Loews (now Fairmont) Hotel, the medium route, which included a few passes, for those in search of a bit more driving excitement, and the challenge route, which included the Col de Turini, part of the Monte Carlo rally route. The latter option was specially designed for those drivers for whom nothing is too much and the more sweat the better. By the evening, all 60 crews, including those from the vehicles which had headed directly for Monaco, sat down together for the evening buffet, safe, sound and happy.

Saturday and Sunday were completely taken up by the Grand Prix Historique, an event which is held in Monaco only every two years. One thing was for sure: nobody needed an alarm clock! By

8 am, the first racing cars from a bygone era had rematerialized for a chance at repeating former glories on the racing track. The hotel shook from the sheer noise emanating from their engines, which was, however, music to the ears of the hotel guests. These two days were an absolute thrill and a veritable feast for the motorsport enthusiasts and fans of vintage models, as they watched from their specially reserved “BMW Z8 Club e. V. Lounge” rooms on the fifth floor of the Loews Hotel, with a direct view of the famous Loews bend, or from their reserved places on the stand at the casino. To see and hear these vintage cars, to experience their unique smell and hear the classic sound of the engines, and then to enjoy all of this against the backdrop of the Côte d’Azur, was an absolutely unique experience.



Historical BMW racing car on the streets of Monaco

So it was no surprise that the question on everybody’s lips at the celebratory buffet on Sunday evening, on the roof patio of the Café de Paris against the backdrop of the casino, was: what are we going to do next year? Whatever we do, it will be something to look forward to. These events represent a considerable organizational challenge, with 120 participants and 4 languages spoken, and so it is no surprise that the process requires a whole year. But it is worthwhile, because this year’s event was booked up, and all sixty rooms reserved, after only ten days. An American club member took the opportunity to organize a “European delivery” for his new BMW car, which he had ordered in the States. He took possession of his vehicle at the BMW Welt and returned it to BMW for shipment, after the event. But we are indeed already able to provide an answer to the question of what we will be doing next year. In 2009, the BMW Z8 will be celebrating a special anniversary, and 10 years of the BMW Z8 should be reason enough to put on an appropriate event, don’t you think?

Further information

BMW Z8 Club e. V.
www.z8-club.de

“BMW Mobile Tradition” becomes “BMW Classic”

BMW Classic

By Sinja Kaiser, BMW Group Classic, Photos: BMW AG

New goals, new strategy, new name – after the phase of establishing BMW's heritage division, a new era has now begun. It is accompanied by a growing demand in the market for historic vehicles and parts. The central challenges for BMW Classic in the future are an even stronger focus on customers, a broader range of services, and enhancement of the communicative profile.



Highly expressive with tile and wordmark:
The new Corporate Identity corresponds to the current BMW CI

Over the past few months, the heritage division at BMW has been addressing this issue intensively. The strategies, decisions and profiles of recent years have been subjected to intense scrutiny, right back to the foundation of the division in 1994. Since then, there has been a lot of movement in the area of historic vehicles. A company like BMW is intimately associated with motion, and consequently this message is significant in a multitude of ways. The brand and image need to remain mobile in order to adapt to changed circumstances, new visions and new goals. These new visions and goals in the heritage division at BMW are to be affirmed by a new name: BMW Classic. The change from “BMW Mobile Tradition” to “BMW Classic” therefore represents more than just the selection of a new name. The heritage division is taking on new functions and will be launching new packages on the market in future. The entire image is being integrated within the modern corporate identity of the company.

BMW Classic will meet the challenge of continuous development in the market for historic vehicles with a more intense focus on customers. This market will increase over the next 15 years from the current figure of some 80,000 to 380,000 BMW classic vehicles. BMW Classic will build on this trend and start to pursue new goals starting this year. The product range for historic parts will be expanded and the sales structure for the sale of classic parts will be improved. Intensive cooperation with the dealer organizations and the BMW clubs is a key ele-

ment in the equation. The sales channel for the classic range of spare parts should be more transparent for the customer and these parts need to be easier to source. A key factor in this process is integration of the global club organization. This represents some 200,000 club members, and they are important brand ambassadors. Another step is the establishment of a classic workshop for external customers. Additionally, the medium-term aim is to build up a BMW vehicle dealership for historic vehicles. These BMW classic cars will receive a certificate from BMW Classic to provide customers with additional security when they are buying or selling.

Another key goal of BMW Classic will focus on international communications. There is also a reason for the new name because the word “Mobile” stands for mobile phone in the English language use. Misunderstandings can now be prevented.

Events in all the markets throughout the world and campaigns to accompany the launch of new cars will create a link between the past, the present and the future. Support for the latest product launches will demonstrate even more clearly that the company's history should be interpreted as a living element within the corporate culture.



One of many BMW classic cars – the BMW 503

All these measures will enable BMW Classic to prove over the coming years that the new designation is more than simply a name change. It goes hand in hand with a profound and comprehensive repositioning. The guiding principle “Future needs heritage” continues to be valid, but it is now being extended by new visions and goals. One thing is certain: the BMW heritage will continue to be moving in the future.

Further information

BMW Classic
www.bmwclassic.com

The BMW Museum once again offers an innovative exhibition and design concept

BMW Museum: Experiencing the complete fascination of BMW

Abstract of the BMW Media Information 6/2008

The BMW Museum is re-opening for the public at its traditional location next door to the BMW Group Headquarters in Munich on June 21st, 2008, offering the visitor a truly innovative synthesis of architecture, exhibition art, and communication media. The focus, naturally, is on 125 original exhibits in 25 exhibition areas, various lines of development presenting the dynamism and innovative power of the BMW brand throughout its history of more than 90 years.

After re-opening, the BMW Museum is expecting 400,000 visitors each year. "We are very happy to note that following the opening of the original BMW Museum in 1973 we have again succeeded in creating an innovative and modern museum concept, offering a worldwide unique brand experience at our home address through the combination of the BMW Building, the BMW Plant, the BMW Welt, and the BMW Museum," states Dr. Norbert Reithofer, Chairman of the Management Board of BMW AG. Ever since its original opening in 1973, the "Museum Bowl," as it is affectionately called, has not only been the home of the BMW Museum, but also a true landmark in architecture. Now, in creating the new concept for the Museum, the Museum Bowl has been enlarged by the directly adjacent single-storey building belonging to the BMW Group Headquarters, the so-called "Four-Cylinder", enlarging the exhibition area to 5,000 sq m or 53,800 sq ft.

The way in.

The BMW Museum does not keep out or draw a line to its direct urban environment, but rather symbolically takes up the surrounding message and continues that message inside the building. A system of ramps dynamically flowing into the Museum area and appearing almost weightless, as if the ramps were hovering in space, forms one entity with the open and closed exhibits and exhibition areas. Modern facades, networked paths and fascinating perspectives, in turn, create an exciting, urban-like outlook. Indeed, the BMW Museum is conceived as an urban "transport structure" made up of the various elements in its surroundings all characterized by the spirit of mobility: streets, squares, bridges, and houses. This concept is then underlined and further accentuated in the truest sense of the word by the bituminous terrace floor leading all the way through the Museum, a specially treated asphalt surface highlighting the particular flair and touch of the road, bringing contents and functions close together. "It was important to us to create an architectural structure with a long-term, convincing message, carrying its design language through its contents," states Professor Uwe R. Brückner, the architect who created the new BMW Museum.

The ramp system connects 25 exhibition areas with seven interacting theme blocks, in each case offering the visitor a greater insight and a more profound look at a specific subject. This enables the visitor to actively relate information he has already gained from other theme areas with various aspects of the new space created in this way.

The new single-storey building offers an additional area of 4,000 sq m or 43,040 sq ft in various sections for permanent exhibitions held at the BMW Museum, while inside the Museum Bowl itself, the exhibits and exhibitions constantly change, focusing from time to time on different subjects and highlights.



The real experience is the journey through the Museum.

Through its inherent self-learning concept, the Museum enables the visitor to interact directly with the development of BMW as a company and a brand, thus independently and authentically discovering with the particular competences of the BMW Group. Various entertaining exhibitions focusing on different highlights all come together to provide a sequence of unique emotions and images extending from one area to the next. In the process, the various vehicles, concepts, architecture, configuration and media design all join forces to create a truly innovative exhibition concept in every respect. A central path guides the visitor through time and space, showing him the way to the individual exhibition highlights. But nobody is forced to follow a specific sequence when visiting the exhibition areas – rather, there is enough space for all visitors to find and create their own, individual way through the Museum. Separate areas within the Museum focus on the topics of Design, Technology, Model Series, Company History, Motorsport, the History of the

Continued from page 05: BMW Museum: Experiencing the complete fascination of BMW

Motorcycle, and the BMW Brand. These individual “Houses,” as they are called, are made up of several rooms on various levels highlighting different aspects of each specific theme.



BMW Roadster im Central Space vor laufender LED Bespielung
BMW Roadster in the Central Space in front of a running LED projection

P0045649 BMW Group PressClub: www.press.bmwgroup.com
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Presentation of exhibition highlights and “Mediatecture.”

The media highlighting BMW cars and motorcycles through their special, all-embracing “Mediatecture” generate a particular appeal and, at the same time, have themselves become part of the overall architecture. The “Mediatecture” is made up of a layer of LEDs directly connected with a layer of glass, interacting with one another to illuminate the Exhibition Houses. The facades are made up of more than 700 sq m (7,532 sq ft) of LED surfaces and a total of 1,765 million light-emitting diodes serving as the central source of light for the Museum, presenting the entire exhibition in the “right light” in the genuine sense of the word.

A further highlight is the “Acousmonium” creating a unique area of sound underlining the visual impressions of the exhibition through its consistent, ongoing acoustic effect. Interactive elements form different levels of information and actively integrate the visitor into the exhibition itself and everything that is going on. Apart from touch-sensitive surfaces, the “Company House,” for example, presents extra-large, oversized picture books. Then, looking at the photos and leafing through the books, visitors hear a text explaining the particular events shown in the photos and described on the accompanying pages, thus receiving helpful background information. Another important innovation in the use of audiovisual media offers visitors the same fascinating experience at the end of their Museum tour: This is a truly exceptional panorama projection on the inner wall of the shell to be admired around the upper

edge of the Museum Bowl. Here, at this particularly point free of pillars or support elements and with a wall area up to 120 meters or 394 feet in length and up to 6 meters or almost 20 feet in height, high-performance beamers offer an impressive 360° panorama film projection.

A personal journey through time with outstanding icons in style.

The various lines of development of the BMW brand and the company are impressively demonstrated by the trendsetting vehicles BMW has built and created in the last 90 years. The most significant favorites and eye-catchers to be admired in the new BMW Museum include the Isetta, the BMW 2002, the R32 motorcycle, the BMW 328 and the BMW 507, as well as the H2R world speed record car. Automobiles, motorcycles, racing cars, engines and components impressively demonstrate the diversity, continuity and innovative power of the brand, with all exhibits having been restored lovingly and true to the original from top to bottom.

A guided tour is certainly the best option for the enthusiastic visitor seeking to gain a greater insight into BMW’s various lines of development. This tour takes about 1 1/2 hours, but may be shortened for specific groups, depending on their particular interests. The maximum number of participants in each case is 15, with private groups of 5–15 visitors having the additional option to book exclusive tours. The self-guiding exhibition concept nevertheless enables the visitor, even without a tour, to experience all the areas and highlights of the museum in their entirety – especially as the Cicerone Service is available at all times to answer any questions visitors might have. Visitors wishing to take some time out during their tour will find everything their heart desires in the M1 Café of the BMW Museum. And last but not least, visitors are able to purchase souvenirs of an unforgettable day at the BMW Museum in the Museum Shop when leaving.



P0045650 BMW Group PressClub: www.press.bmwgroup.com
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Further information

BMW Museum
bmwmuseum.menadwork.com

The 50th anniversary festivities started with a spectacular show

The BMW Motorcycle Club of Queensland – The first fifty years

By Richard Maher, BMWMCQ Secretary and Clubs Australia Delegate

The BMW Motorcycle Club of Queensland was created some time in early 1958. Two BMW R50 riders kept meeting by chance at the local BMW Motorcycle dealer on Saturday mornings. These meetings eventually transpired into going for a ride on Saturday mornings. In August of 1958 the small group formalized their motorcycle union creating the BMW Motorcycle Club of Queensland, and the rest as they say is history. The two riders, Hugh Yorsten and Robin Palmer (whom is still riding today,) saw the club grow steadily into the 1960's. Yorsten remained as club patron until his death in 2001.



1960 – BMW Motorcycle Club of Queensland Run at Esk, Brisbane Valley Photo: Robin Palmer

As the model range BMW produced increased so, it seems did the membership of the club. With motorcycle events (rallies) on offer nearly every month of the year on the eastern Australian coast, this growing band of BMW riders set a pattern which is still in place fifty years on. With current numbers of 810 active members and a reasonable percentage of retired ambassadors on call, the BMWMCQ membership is very well represented at all major Australian motorcycle events.

As a reward to ourselves for reaching our fiftieth year we decided to go for a ride, three of them in fact. During our fiftieth year we have organized Mini Safaris. Three three-day navigation rides over a variety of roads and destinations spread throughout the year. The first Safari was held in April and was a solid success, the remaining two events are increasing in attendance. A commemorative book is also being produced to honor our milestone. The book has drawn on club archival material and photographs and is being compiled in-house by one of our own members. The book is due to be published in July 2008. On April 13th the BMW Motorcycle Club of Queensland celebrated its 50th anniversary with a spectacular public display at Brisbane's Southbank Cultural Forecourt. The Southbank area on the banks of the Brisbane River was alive with BMW motorcycles, showcasing the growth of BMW in the fifty years since the club was formed in 1958. Under a clear and sunny

Queensland sky over 120 selected motorcycles, all provided by the BMWMCQ membership, were stretched out across the impressive display area. The oldest was a 1950 BMW R 51/2.

The range of BMW motorcycles in the display covered all eras with some beautifully restored classics like the BMW R 69 S and R 90 S and other examples of motorcycles that have provided their owners with many years of sheer riding pleasure without undergoing any serious work. As well there were current models, sidecars, trikes and other examples of motorcycles that had been modified to suit their owners' personal requirements. The crowd favorites were stunning BMW R 90 S, this classic motorcycle from the 1970s was the machine that changed the perception of BMW and gave the brand and the club a new lease of enthusiasm at that time.



The range of BMW motorcycles in the display covered all eras Photo: Jim Campey

BMW Motorrad dealer Morgan and Wacker enthusiastically supported the event and used it to launch the new BMW F 650 GS onto the Australian market. A Gala Dinner is scheduled for October 2008 to celebrate the fifty years in style. All the current range of BMW motorcycles will be on display during the evening. We as a club have never really planned for great success; we just tried to do the small things a little better each year. Essentially being a volunteer organization means we don't take ourselves too seriously, this could be the secret to our success. The support from our dealer has also been a large part of our continued growth and success. And very big thanks to BMW for producing such a wonderful and enduring motorcycle.

Further information

BMW Motorcycle Club of Queensland
www.bmwmcq.asn.au

Spiegelauer Motorrad Days – a successful weekend for attendees and hosts

Spiegelauer Motorrad Days: May 22nd–25th in Spiegelau in the Bavarian Forest

By Wilfried Lichtenberg, Vice President of the BMW Club Deutschland e. V.

Franzl Tremel, proprietor of the Waldfrieden Hotel in Spiegelau, had already organized two small-scale motorcycle meetings. Himself a keen rider of a BMW 1200, he realized that the time had come to put on a large meeting for like-minded enthusiasts. So he contacted the Vice President of the BMW Club Deutschland e. V. and President of the BMW Motorradclub Seefeld, Wilfried Lichtenberg, who had by then gathered a fair amount of experience in organizing such events, told him of his plans, and asked if he could assist. They worked jointly on the project, and after a year and a half of preparations, the Spiegelauer Motorrad Days were finally born. Other hotels in the area offered their services and Franz Tremel found many sponsors who were prepared to come on board with financial assistance.



Many motorcycle enthusiasts came together for the first Spiegelauer Motorrad Days

Wilfried Lichtenberg met with open ears and willing assistance when he contacted BMW in Munich, BMW Classic and the company BMW PIA in Deggendorf. The Spiegelau council organized a venue, a former sawmill, and made it available for the meeting. The BMW Club Deutschland sent out invitations to all the BMW Clubs in Germany as well as many in other parts of Europe. Invitations were also sent to a large number of friends throughout Germany and Europe. In the end, the event was attended by a total of 4,000 people, including day visitors, despite many other similar events having been organized for the same weekend.

The participants arrived on Thursday, May 22nd, and were met with a warm welcome. A number of tours had been planned directly for the Friday. One was a tour of the Bavarian Forest, although an alternative ride through the Bohemian Forest was a popular alternative. The latter took in the Lipno Lake and the

Moldau, en route to Krumau. The return leg took the riders back through the Bohemian Forest, to the Ramelsberg schnapps distillery. The evening was then largely devoted to the younger biking fans, for whom an open-air concert had been organized at the sawmill.

Further tours of the Bavarian and Bohemian forests were on offer on the Saturday. And then at 3 pm, we met up again in the district of Klingenbrunn for a bikers' service, which included a blessing of the motorcycles. This was also the starting point for the helicopter sightseeing trips. Following the motorcycle blessing, there was a motorcycle parade to Spiegelau, where it was time to give out the prizes at the festival site. Those participants who had travelled the furthest to be at the event, male and female, as well as the oldest participants and the best performing groups all won valuable crystal glass goblets, which had been donated by various companies. The many items donated by the International BMW Club Office were given away among the guests by lottery.



Varied tours through the Bavarian Forest, the Böhmerwald or in the Mühlviertel offered everyone a special experience

Another open-air concert took place on this evening, this time organized by the volunteer fire brigade, and which went on until well into the small hours. A dance show put on by a troop of young girls set the pulses of many of the men in the audience racing. On the Sunday morning, it was time for the many, mostly highly satisfied guests to make their way back home. The comment "we'll be back again next year" was often heard, as the people took their leave.

Further information

BMW Club Deutschland e. V.
www.bmw-club-deutschland.de

Portrait: BMW Car Club Costa Rica

BMW Car Club Costa Rica

By Mauricio Liscano McDermott, Secretary of the BMW Car Club Costa Rica



Club meeting amidst beautiful Costa Rican scenery

In June 2005 me and a small group of BMW enthusiasts met through an internet forum of a local motor sports web magazine and decided to create an online community in order to have a place to share our love for the brand. Our first meeting consisted of only four of us and in our second meeting a few weeks later we celebrated because our number had increased to seven; little did we realize that simply by word of mouth our third meeting would see our then informal community grow to a number of thirty-eight.

With this sudden exponential growth of our community we decided to create a new BMW Automobile Club that would embrace anyone that shared the same passion for the brand as we did, regardless of age or social class. We have been steadily growing since then with our numbers currently totaling 99 members. In September 2007 our affiliation to the International Council of BMW Clubs was approved as the first official BMW automobile club of the country.

Our club alternates our monthly gatherings at different locations in San José (the capital of Costa Rica) with scenic mountain road drives to many of the multiple volcano national parks that surround the country's central valley where San José is located. Our most common drive is to the Irazu Volcano national park at 3,432 meters from which you can see both the Pacific Ocean and Caribbean Sea at the same time. The excellent road conditions, tight hairpins and 2,271 meter climb from the valley floor remains a favorite of our club members.

The main spotlights of our club revolve around the two track day events held every year in February and October, a ¼ mile drag



Daily drivers turned racers for one day at the La Guacima racetrack

race event held every June and a Christmas drive. Our members eagerly look forward to the track events to the point that one month prior to the event most mountain drives are suspended as most of our members will be prepping for the track.

Although small in comparison to other BMW automobile clubs, our main goal remains the same as when we started, which is to be a supporting community where everyone knows each other on a first name basis.

BMW Car Club Costa Rica

Founded:	2005
Membership:	99
Type of club:	Automobile Club
Website:	www.bmwclubcr.com

Diary

The hearts of all BMW Club members beat a little faster when summer comes. Summer is the highpoint of the year for rallies and events. We want to ensure that you don't miss out on any of the promising events of the 2008 season. Your event isn't listed yet? Then simply send us the respective information.

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



Elegant appearance at the opening of the BMW subsidiary in Frankfurt

July	July 04 – 06	BMW Motorrad Days 2008 in Garmisch-Partenkirchen (D) http://www.bmw-motorrad.com/motorraddays
	July 12 – 20	2000 km through Germany – Tour 2008 (D) http://www.2000kmdurchdeutschland.de
	July 17 – 20	2008 BMW MOA International Rally in Gillette, Wyoming (USA) http://www.bmwmoa.org
August	August 08 – 10	36 th AvD – Oldtimer Grand Prix, Nürburgring (D) http://www.avd.de
	August 08	International ClubE31 Meeting (D) http://cms.clube31.de
	August 14 – 29	BMW Vintage & Classic Car Club of America – California Marathon 2008 (USA) http://www.bmwcca.org
	August 22 – 24	32 nd Annual Meeting of BMW Isetta Club in Coburg (D) http://www.isetta-club.de
	August 28 – 31	46 th BMW Club Europa Meeting, Engelberg (CH) http://www.bmwclubs.ch
September	September 06 – 10	International Council Meeting 2008 (CDN) http://www.bmw-clubs-international.com
	September 19 – 21	BMW 6er Club Autumn Meeting, Viersen (D) http://www.bmw6er-club.com/termine.html
	September 23 – 27	BMW CCA Oktoberfest 2008 (USA) http://www.bmwcca.org
October	October 03 – 05	Schwarzwald Meeting of the BMW Veterans Club (D) http://www.bmw-veteranenclub.de
	October 11 – 12	VETERAMA 2008 in Mannheim (D) http://www.veterama.de

Further information

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

Clubs:

- www.z8-club.de
- www.bmwmcq.asn.au
- www.bmw-club-deutschland.de
- www.bmwclubcr.com

Events:

- www.2000kmdurchdeutschland.de
- www.bmwmoa.org
- www.avd.de
- cms.clube31.de
- www.bmwcca.org
- www.isetta-club.de
- www.bmwclubs.ch
- www.bmw6er-club.com
- www.bmwcca.org
- www.bmw-veteranenclub.de
- www.veterama.de



GS trip of the BMW Moto Club France in the Aveyron, May 2008 Photo: Bernard Simon