

Council News

2/04

Newsletter of the International Council of BMW Clubs



A shiny BMW 327 polished to perfection attracted considerable admiration at the 28th BMW Classic Car Meeting held from 20 to 23 May in Saarbrücken.

Page 06

Summer Highlights:

- **Report:** The 42nd BMW Europa Meeting in Hungary
- **Interview:** Andreas Meissner (BMW Mobile Tradition) on parts supply and patience
- **Event:** Easter Rally Down Under
- **Portrait:** The BMW V8 Club
- **Diary:** The most important dates for the classic summer

With all their tender loving care and devotion to classic cars, the proud owners of BMW classics are generally beset by one all-consuming worry. They hope that wear and tear will keep within bounds and that they won't need any spare parts.

Despite numerous outstanding initiatives and professional sup-

port from the clubs, the classic car fans would hardly be able to continue without the proactive support of parts sales at BMW Mobile Tradition.

You can find out all about the difficulties surmounted by the team at parts supply in an exclusive interview with Andreas Meissner.

From page 04

Contents Issue 02/2004

- Page **2** **Editorial / Contents**
Key details relating to tradition
- Page **3** **News**
Accessories go online
A BMW Museum exhibition opens
- Page **4** **Interview**
Spare parts challenge:
Questions for Andreas Meissner
- Page **5** **Event: Australia**
Easter Rally for BMW two-wheelers and four-wheelers in Canberra
- Page **6** **Report: Club Meeting**
The 28th International Meeting in Saarbrücken
- Page **7** **Report: Europa Meeting**
42nd BMW Europa Meeting was hosted by new EU member Hungary
- Page **8** **BMW Club Scene**
Portrait of the BMW V8 Club and its activities
- Page **10** **Diary**
The most important international events of the club scene and BMW Mobile Tradition

Download:

A printable version of the Council News (300dpi) can be downloaded at:
<http://www.bmw-mobiletradition.com/clubs>

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Commitment fosters enthusiasm

Despite fresh temperatures that held little promise of spring, enthusiastic visitors and lovingly tended BMW classics were radiant at the 28th International BMW Classic Car Meeting held from 20 to 23 May in Saarbrücken. Peter Müller, Prime Minister of the Saarland, was the patron of the event, and he experienced at first hand what "sheer driving pleasure" really means for aficionados. He had the honour of travelling as a passenger in a white BMW 328 from the Munich collection.



It all started with a small advert. The BMW V8 Club has now been bringing together like-minded enthusiasts of classic big BMW saloons from across the world for the past 30 years, providing advice, support and outstanding personal commitment.

Dear BMW Club Members,

It's very often the little things that are particularly important and remain alive in our memories for a long time to come – a tiny advert forming the foundation stone for a strong community, a broken door handle that was procured as a spare part after a long search, an enjoyable excursion with friends in a yacht on Lake Balaton. Despite the fact that the summer has so far been very short this year, it has been rich in such valuable details for Mobile Tradition friends. A host of memorable highlights has made the community a living experience and profiled the achievements of individuals. The following pages present the full picture.

This is the spirit that keeps Mobile Tradition alive, dear members. The personal experiences you have enjoyed in your national club, at international events and in discussions with representatives of the brand have undoubtedly allowed you to experience it for yourself. This issue of the Council News is focusing particularly on this kind of experience and is intended to showcase unique features in detail – indulge yourself and join us in seeking out those little beacons of joy which are also to be

found in "sheer driving pleasure".

We still aspire to provide you with up-to-date and comprehensive information on all the events taking place in the BMW Club scene. We are particularly pleased with the positive response to the series of club portraits we are continuing in this issue. We call on you – the members – to support us in our endeavour by sending us your contributions. With this sentiment in mind, we should like to wish you a good read.

Your International Council



Hungarian parade: The 42nd Europa Meeting is a big hit with a unique programme.

BMW Accessories: collectors' items online

New catalogue: now also available online

BMW Mobile Tradition has launched the 2004 season for collectables with a revised edition of the accessories catalogue. New and familiar products from BMW Mobile Tradition have been presented on 150 pages since April.

Since June it has also been possible to view the range of accessories and publications online at www.bmwmobiletradition.de. Anyone interested in viewing the collection on the newly designed pages can browse from product to product or download individual chapters of the latest accessories catalogue as a pdf download. This means that the brand's followers can view the latest range of products at any time.

This year, the catalogue for collectables and accessories is focused on two anniversaries. The range has been expanded to highlight products centred on the anniversary "75 years of BMW automobiles". The Development History of BMW Automobiles 1918-1932 is a new publication from the Dimensions series, presenting previously unpublished material from BMW's corporate history.

The model of the legendary Steiff teddy bear is also available in 2004 and was given a new outfit especially to celebrate the anniversary. Newly developed poster and postcard sets depict the twelve milestones.

Some of the motifs have been incorporated in the design of a limited edition of mouse pads. The new edition of the catalogue also offers more new miniatures and accessories, such as three new models of the popular BMW Art Car series, designed by artists Penck, Fuchs and Nelson, cocomats for cars from the 02 Series, or the exclusive pocket umbrella with line



Classic BMW accessories and collectables have been available on the Internet since June of this year.

drawings of BMW models. There is also a special section devoted to the motorcycle, "100 Years of Ernst Jakob Henne", featuring high-quality motorcycle miniatures, posters, card games and other accessories. It starts with an illustrated short biography of Ernst Jakob Henne.

The motorcycle racing rider notched up a host of important racing victories and broke numerous speed records during the first half of the last century and he celebrated his hundredth birthday in February 2004.

Further info:

An online version of the new Accessories Catalogue has been available on the home page www.bmwmobiletradition.de since June.

New BMW Museum exhibition in the "Globe"

Refurbishing work at the BMW tower and the Museum Satellite are proceeding apace – and the life of BMW Mobile Tradition continues. The BMW Museum exhibition is opening its doors in the nearby Globe by the Olympic Tower on 18 June 2004.

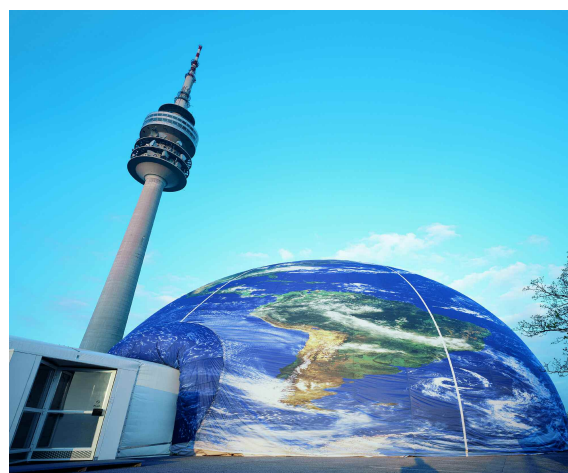
Visitors will experience a series of special exhibitions showing the highlights from BMW history in the Globe and on the parking deck of the Olympic Tower while the museum building remains closed until 2007.

The relocated museum collection will have an exhibition space of more than

1,200 square metres, providing exciting insights into the company's history. Visitors will also be given a glimpse of the concept for the new BMW Museum at the end of their tour.

The BMW Museum on the parking deck of the Olympic Tower will be open until 30 October daily from 10 am to 10 pm and from 31 October until 26 March daily from 10 am until 8 pm.

The history of the brand can be admired in this Globe by the Olympic Tower in Munich from mid-June.



The challenge of spare parts: Interview with Andreas Meissner

Life-support with patience and precision

Collectors of classic cars are united by one key concern. Supplying the apples of their eyes with spare parts once production has come to an end. The last hope for many BMW classics is very often a call to parts supply at BMW Mobile Tradition. Andreas Meissner from parts sales gave an interview to Council News and provided some riveting insights into what can be extremely exacting work.



Andreas Meissner, Head of Parts Sales at BMW Mobile Tradition.

Council News: What functions does BMW Mobile Tradition have, when it comes to supplying the cars and motorcycles of BMW AG with spare parts?

Meissner: As far as cars are concerned, parts supply at BMW Mobile Tradition begins either 15 years after the end of production or when less than 100,000 vehicles are registered worldwide. This means that if a model is older than 15 years, but there are still more than 100,000 vehicles registered worldwide, parts supply is not yet taken over by BMW Mobile Tradition. Special cars like the Z1 and Z8 represent an exception where Mobile Tradition sometimes takes over the supply of spare parts even after seven years. We take up the baton for motorcycle spare parts after 20 years have elapsed. Vehicles built before the war, i.e. before 1945, are generally no longer supplied with parts by BMW Mobile Tradition. Parts supply would be virtually impossible due to the low numbers required and the lack of appropriate tools and drawings.

Council News: Are there specific criteria or focuses for selecting the parts to be produced?

Meissner: Our aim is to keep BMW vehicles on the road for as long as possible by providing a kind of life-support system. That's why we primarily attempt to supply customers with parts to keep their vehicles roadworthy, i.e. engines, chassis, metal panels and parts subject to wear like brakes, etc.

We also make great efforts to provide other parts. The BMW 02 is a good example here, with an impressive supply of more than 90 percent of the spare parts. Procuring rare parts or parts that are no longer available, or reproducing them, is generally an extremely demanding operation.

Generally speaking, it's a very complex and expensive solution. This is why it's not always possible to offer all colour variants in less important areas, such as the interior. However, we always try to carry the most common colours in our range, like black, anthracite, grey and beige for leather and material.

Council News: What particular challenges does manufacturing spare parts anew pose?

Meissner: Reproduction of parts is an important element in our work. Parts engineering, in particular, represents a constant challenge. The tools for manufacturing parts from the 1950s to the 1970s have often been lost or are worn out, and this means that manufacturing new parts requires considerable resources. We procure technical drawings, digitize sample parts, look for suppliers who can produce the quality and unit numbers at attractive prices, match up sample parts with the vehicles, etc. Patience and tenaciousness are the key attributes because only a minute number of BMW production suppliers are willing to supply spare parts in the low numbers we require. Despite all the difficulties, we're continually making strenuous efforts to extend the range of parts on offer further, particularly for our biggest headache, the BMW V8 Series. It goes without saying that these problems sometimes mean that a particular trim or an especially unusual material is simply not available in our range.

Council News: What's the easiest way for a club member to get a spare part?

Meissner: BMW parts for classic vehicles are generally available through the BMW dealer organization. This is the most dependable and the simplest supply route, because there's always a BMW dealer close at hand. It works like this. Customers simply go to the BMW dealer and get the parts for their classic vehicle. Supply times should generally not be much longer than a standard BMW production part. We have also had our electronic parts catalogue online with access free of charge since the start of the year and I'm extremely proud of this development. No competitor has been able to offer anything comparable as yet. Our catalogue offers the latest information on parts to customers even faster and free of charge. Customers just have to click on "Service und Parts" at www.bmwmobiletradition.de, and this takes you to the Historic Parts Catalogue. Customers then have

Continuation: Interview with Andreas Meissner



There is a complex and often long-drawn-out process involved in making an "old" spare part available. This picture shows a front trim grille being manufactured for the 02 Series on the basis of old documents. The process uses new engineering techniques to press out the grille, and compliance with the specified dimensions is checked automatically.



to register and after around one to two days they receive an email with their personal ID number. Their ID number and the personal password made up of six letters and a number then enables them to log on to the parts catalogue. They now have a convenient and easy way of searching for parts in the catalogue. The parts can then be purchased or ordered from the BMW dealer. The parts catalogue is equivalent to the familiar CD, which will no longer be revised, and it is structured in the same way. This saves customers from having to familiarize themselves with new user interfaces because they will see the same image online as before.

Council News: What else do you offer? How should customers get in contact with you?

Meissner: Customers requiring parts can contact BMW Mobile Tradition directly. They can either phone on +49 (0) 89/3 82-3 80 12 or email us at bmw.tradition@bmw.de. If the hotline is unable to help, it will pass on the question to the appropriate specialists in engineering or materials management.

Further info:

After you have registered under "Service und Parts" on www.bmwmobiletradition.de you get access to the Historic Parts Catalogue. You can also contact Mobile Tradition directly by calling the hotline on +49 (0) 89/3 82-3 80 12 or emailing bmw.tradition@bmw.de.

National Rally in Australia

Down Under catches BMW fever

The Car and Motorcycle Club Canberra had sent out the invitation and they came from all parts of this huge continent. Australian fans of classic BMW two-wheelers and four-wheelers celebrated the annual Easter Rally at the Easter weekend from 9 to 12 April.

There were no clouds to cast a shadow over the series of events, from the presentation at Show'n'Shine, through the tours in and around Canberra, to driver training with timed laps on the Wakefield Park Circuit.

An auction of accessories and souvenirs donated by BMW Australia constituted the highlight of the festive evenings. The auction also included signed copies of some prestigious publications from Mobile Tradition.

A local helicopter rescue service made a generous donation to secure one of these sought-after keepsakes. Heather Lambley from the New South Wales BMW Club accepted the Friend of the Marque award at the impressive official ceremony.



An idea travels the world: BMW BMW friends pay homage to Mobile Tradition even in far-off Canberra, Australia.

28th International BMW Classic Car Meeting in Saarbrücken

Saarbrücken in May: BMW classic cars parade in the best company

Spring was the only disgruntled participant. The 28th International BMW Classic Car Meeting hosted an illustrious selection of BMW classic cars that had been nurtured with tender loving care and burnished to perfection. The 2004 meeting was held in the state capital of the Saarland from 20 to 23 May and attracted a prestigious international audience. It easily put the lacklustre May sun in the shade.

"Fresh" impressions

Although temperatures were distinctly on the fresh side, this made no impression on the 150 or so BMW cars and motorcycles and it certainly didn't put a damper on the enthusiasm of nearly 300 participants from six countries. Presentation of the vehicles in Saarbrücken and Neunkirchen and trips through the enchanting Saarland landscape provided a fascinating experience for participants and audience alike.

The Prime Minister of the Saarland, Peter Müller, was an appreciative patron of the event. On Saturday morning, he went on the first stage from Saarbrücken to Neunkirchen as the passenger of Jörg-Dieter Hübner, Head of Communication at BMW Mobile Tradition, who was driving a white BMW 328 from the Munich collection.

His "sheer driving pleasure" was evident for all to see, despite the very unspringlike temperatures.



A piece of living history: The BMW telephone car was displayed in lovingly nurtured pristine form at Saarbrücken.

As far as fans and friends of BMW classics are concerned, of course, the annual meeting is far more than a spin out together in their lovingly tended vehicles. The club members travelled from right across Germany and also came from further afield in Austria, Switzerland, France, Holland and even the USA. Naturally, these club events are first and foremost a social experience where old friends and new members can swap notes on their common hobby.

The special quality of this community within the BMW classic-car scene was also emphasized by the Head of Mobile Tradition, Holger Lapp, in his speech of welcome at the festive evening.

New meeting already planned

The date for the next annual meeting has already been fixed. Ulm will be next year's showplace for the living culture of classic cars from 5 May to 8 May 2005, and no doubt it will once again attract visitors from all over the world.

Further info:

Enthusiasts can already find more information on the home page of BMW Veteranen-Club Deutschland e.V. by clicking on: www.bmwveteranenclub.de.



Always an eye-catcher: the much-loved BMW Isetta at the entrance to the parade.

New perspectives in the east: BMW Europa Meeting in Hungary

BMW family meeting in a holiday paradise

Most visitors to Tihany on Lake Balaton in Hungary are attracted there by a holiday landscape resembling paradise. This contrasts with the aims of several hundred BMW fans from across Europe who met there from 19 to 23 May in order to celebrate the 42nd Europa Meeting of the BMW Club scene.

The old fishing village is located south of Balatonfüred, nestling on the slope of a volcanic peninsula. It is one of the oldest settlements on Lake Balaton and provides an impressive backdrop for the BMW fans and their vehicles arriving from far and wide.

Cars ranging from the BMW 502 V8 Super to more recent models like the BMW Z3 Roadster were joined by a lively crowd of biker fans who rode the latest motorcycles as well as classics into Tihany. They were riding bikes ranging from the K1200 LT, through various side-car combinations, to the BMW C1.

An event like a holiday

Fantastic spring weather presided over an extremely comprehensive programme, with members of the club family enjoying comfortable accommodation to suit their tastes.

This event offered an opportunity to meet people with a common interest from all over Europe and also to experi-



Tradition and History: BMW classics seem positively modern compared with the rustic Hungarian wooden carts.

ence the Hungarian culture and the folklore of the host country.

Hikes, boat trips on Lake Balaton, a Hungarian folk evening, culinary delights and a bus trip to Budapest made the Europa Meeting an unforgettable holiday week for the participants. And sheer driving pleasure was catered

for with the skills trial for cars and motorcycles, the Concours d'Élégance and various motor-sport activities on the former Balaton military airfield.

The 42nd BMW Club Europa Meeting was organized this year by four Hungarian BMW clubs under the patronage of the BCE. The official opening of the meeting was held on Wednesday, 19

May. Dr Zoltán Bernáth, Chairman of the Hungarian BMW Automobile Club 1962, was chairman of the event committee and Zsolt Vértessy, chairman of the Budapest BMW Motor Club, was event director. They were jointly responsible for planning and organizing the event.

Communication and philosophy

The exclusive award Friend of the Marque generated a lively debate between the club president and members within the BCE Forum. Dr Ferenc Anisits, former head of development at BMW for diesel engines, contributed to the debate with an interesting presentation on the BMW philosophy.

The prizes for the sporting competitions and the Concours d'Élégance were presented to the winners on the final evening at the elegant Club Tihany as part of an enjoyable social event.

Farewell drinks saw the delegates to the 42nd BMW Club Europa Meeting looking back on the highlights. They soon agreed that "This meeting was a first-class event!"



New EU member Hungary showed its most beautiful aspects in a fascinating tour programme.

Portrait: BMW Clubs international – the BMW V8 Club

A community emerges out of dedication

Erich Reckel was a headmaster at a secondary school in Hildesheim when he inserted a little advert in the magazine *ams* in 1975. Reckel was overwhelmed by the response. He was looking for other people who shared his interest in the BMW V8. Although he had been certain there must be other friends of these fascinating cars out there, even he was surprised at the number of enthusiastic answers. It turned out there were lots of these wonderful big saloons cruising around in everyday operation, and V8 fans were very keen to get together with like-minded aficionados. The BMW V8 fan club was established in autumn 1975 and it went on to burgeon extremely quickly.

Success with a lean organization

In 1976, there were already owners of 88 BMW cars in the Series 501/ 502/ 503/ 507 and 3200 CS at the 1st international BMW V8 Meeting in Hildesheim. The club grew continuously and soon there were 1,000 members across the world. This number has remained fairly constant during the last ten years. Foreign members come from Austria, Belgium, Canada, the Czech Republic, Denmark, Finland, Holland, Hungary, Israel, Norway, Poland, Serbia, Spain, Sweden, Switzerland and the USA.

The simple organizational structure of a special-interest group has proved a success. The club runs extremely well without complex articles of association and regulations. There are a number of highly committed members who make their contributions in an honorary capacity and everyone is happy that the club works well without any irritating quarrels among the management.

The annual International BMW V8 Meeting is a particular highlight in the club's calendar and it's enormously popular with everyone who comes. There are also other small or specialist type meet-



There is a large number of fans of large BMW saloons, BMW coupés and sports cars from the BMW 50 and V8 post-war era. The BMW V8 Club has an international group of members numbering 1,000 committed enthusiasts.



ings, such as the 3200 CS Bertone Meeting. The V8 fans maintain stoutly that they look forward to these family meetings all year. From one year to the next, they appreciate the opportunity to swap ideas and relish the thrill of the spectacular rally. The rally is less important for the meetings of the big cars from the 1950s and 1960s. For the meetings of these imposing vehicles, the highlight is the spin round picturesque towns and fans also appreciate

the opportunity for a congenial get-together.

For many years now, the club has also sought to maintain the standard of

the vehicles with vehicle appraisals. These focus on maintenance and restoration of original features. This approach has enabled the condition of the old BMW cars to be continually improved and today some of the cars are virtually as good as new – to the great pride of their owners.

Many models – one goal

A new section was formed in 1982 to cater for young members with vehicles from the New Class who didn't really have a proper place.

This section was later expanded to include the E3 and E9 saloons and coupés. The BMW V8 club members were sceptical at the outset, but the young drivers from the New Class quickly

Further info:

The BMW V8 Club presents its Internet profile with information about the big BMW saloons at www.bmw-v8-club.de.

BMW Clubs: Portrait

became a fixture in the V8 family and were acknowledged to be an important element in the club. Today, they are regarded as welcome comrades-in-arms and have long felt at home within the lively community of the club.

A good read four times a year

The V8 fan club now produces their very own BMW V8 Journal to provide a regular medium of communication for the numerous members of the club family. This has an impressive 116 pages and the members always await the quarterly publication dates with excitement.

The magazine is continually being improved and the visual effect and contents are now equal to any of the professional competition. Many members now regard it as essential reading.

Now that the V8 Journal is also published in colour, it makes even better reading. Reports on travel, experiences and events, practical insider tips, information on driving and restoration, lots of technical reports and prized magazine reprints make the contents even more varied and interesting.

The annual BMW photo competition also puts the Club's lovingly tended gems in the right light for members and the magazine. The members sending in the photos are rewarded with some fantastic prizes and the club members can enjoy the best photos of BMW classics.

Spare parts foster self-sufficiency

The supply of spare parts is an important and sometimes rather tricky subject for drivers of old vehicles (see also the interview on page 04 and 05 in this issue). When the club initially started up, there was still a plentiful supply of cars being broken up to provide a steady supply of second hand parts to be used as spares. Even then, new parts were frequently hard to find, and given the small batches BMW AG often balked at the expensive manufacturing process for reproducing parts that were in scarce supply.

However, many members of the V8 Club have made necessity a virtue. The continual worry of not being able to find spare parts led them to take matters into their own hands with a professional approach. They manufactured small volumes of any parts required on their own initiative. They then sold them to the club scene by advertising them in the club magazine, making use of the fact that it was circulated to a large number

of people. Over the years, this approach provided a steady supply of hundreds of spare parts remanufactured by the members themselves.

The lively BMW V8 Club with its activities is a proud member of

the global BMW club family and it believes in keeping up a high profile. The club gives a lively profile of its aims and interests on a dedicated club stand at many trade fairs. It takes a stand at fairs ranging from Motor Classics in Stuttgart, through Techno Classica in Essen, to VETERAMA in Mannheim and Technorama in Ulm. Anyone interested in the club and its activities can get to know about them in person wherever they happen to be.

Man of the minute

Wolfgang Niefanger from Oberboihingen is one of the key figures in running the club and he carries the flag at fairs in central and southern Germany. Apart from extensive specialist knowledge, he has made a particularly important contribution by drawing up a vehicle register for the types BMW 501-3200 CS.

Founder of the club Erich Reckel has been working hard at the club for almost 30 years and he still continues to play an active role as chair of the fan club. His

primary goal is to collect as much information as possible on large BMW vehicles from past eras and disseminate it to the club members. This will also provide a pool of information enabling future fans of the large, majestic BMW saloons to draw on the wealth of experience gained by the older club members. The V8 Club will celebrate its 30th birthday in 2005 and it is now a vital element in the tradition to which it has always been committed.



Experts at work: The members of the V8 club family have been supporting each other with advice and assistance for almost 30 years.

Personal profile of the BMW V8 Club.

Club name: BMW V8 Club

Year founded: 1975

Number of members: approx. 1,000

Type of club: Automobile

Special vehicles in the club: BMW 501/502 Convertibles and Coupés, BMW 507 and BMW 503 Convertibles and Coupés, BMW 3200 CS

Future projects: Optimization of spare parts supply

Diary

The hearts of all classic car enthusiasts beat a little faster when summer comes. Summer is the highpoint of the year for rallies, meetings and other events. On this page, BMW Mobile Tradition aims to provide as much information as possible about all the exciting events.

June	June 18 – 20	11th International Castle Meeting Frankfurt/Main, Germany BMW MC Frankfurt am Main www.bmw-mc-frankfurt-main.de
	June 18 – 20	02 Meeting 2004 Alfstedt, Germany BMW 02 Club Deutschland e.V. www.bmw-02-club.de
	June 18 – 25	1,000 km through Poland "Poznan – Gdansk – Masuria" www.bmw-veteranenclub.de
	June 19 – 20	International Meeting Limousin, Frankreich BMW Moto Club France www.bmwmcfr.com
	June 24 – 27	Meeting and Annual General Meeting BMW 2002 turbo Club e.V. www.bmw-2002-turbo-club.de
	June 26	6 th BMW Rally Croatia BMW Klub Hrvatska www.bmw-club-croatia.org
July	July 01	Regional / Local Meeting Poland BMW Klub Polska www.bmw-klub.pl
	July 02 – 04	BMW Biker Meeting Garmisch-Partenkirchen, Germany www.bmw-motorrad.de
	July 04 – 07	BMW CCA Oktoberfest 2004 Pasadena, California www.bmwcca.org
	July 04	Topless Rally Flanders BMW Club Bavaria Belgium – Z Division www.bmw-club-bavaria.be
	July 09 – 11	75 Years of Automobile Manufacture in Eisenach BMW Veteranen-Club Germany www.bmw-veteranenclub.de
	July 31	2 nd International BMW Meeting BMW Club Saarland e.V. Kirkel/Saar, Germany www.bmw-club-saarland.de



Start of the Classic Parade at the 2003 Biker-Meeting.

More info:

All Websites given in this newsletter are listed again here for quick reference:

Events:

www.bmw-mc-frankfurt-main.de
www.bmw-02-club.de
www.bmwmcfr.com
www.bmw-club-croatia.org
www.bmw-klub.pl
www.bmw-motorrad.de
www.bmwcca.org
www.bmw-club-croatia.org
www.bmw-club-saarland.de
www.bmw-klub.pl
www.bmw-2002-turbo-club.de
www.bmw-club-bavaria.be

Clubs:

www.bmwveteranenclub.de
www.bmw-v8-club.de

Various:

www.bmwmobiletradition.de
www.bmw-mobiletradition.com
www.bmw-mobiletradition.com/clubs



Polishing the nooks and crannies: seen at the CCA Meeting 2003 in Texas.