

Member of the International Council of BMW Clubs

DIGITAL

Newsletter

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September 2018

BMW Motorcycle Club
BMW Owners Register
of New Zealand





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A handwritten signature in black ink that reads "John Baker". The signature is fluid and cursive, with a long horizontal line extending from the end of the name.





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Please Note

Any material intended for publication in the newsletter should reach the Editor no later than the 15th day of the month preceding publication. The newsletter is an open forum for all members. Views expressed by members may not necessarily represent the views of BMWOR of NZ. Publication of all material is subject to the Editor's discretion. Photos are courtesy of article authors unless otherwise specified.

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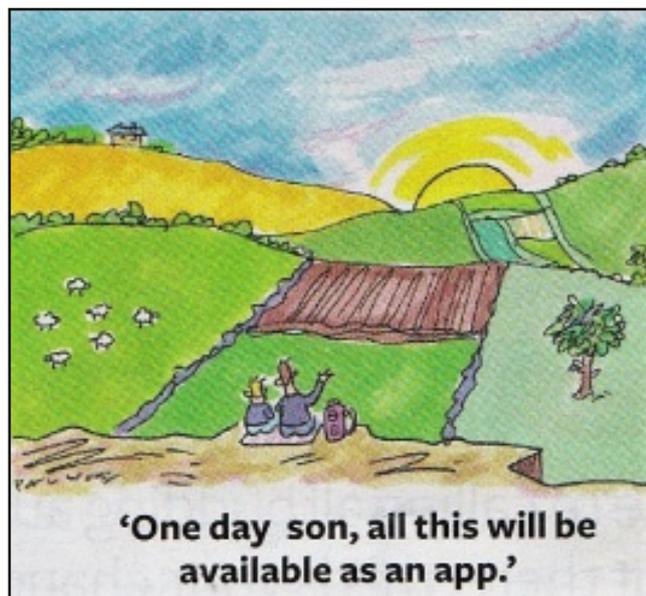
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NEW MEMBERS

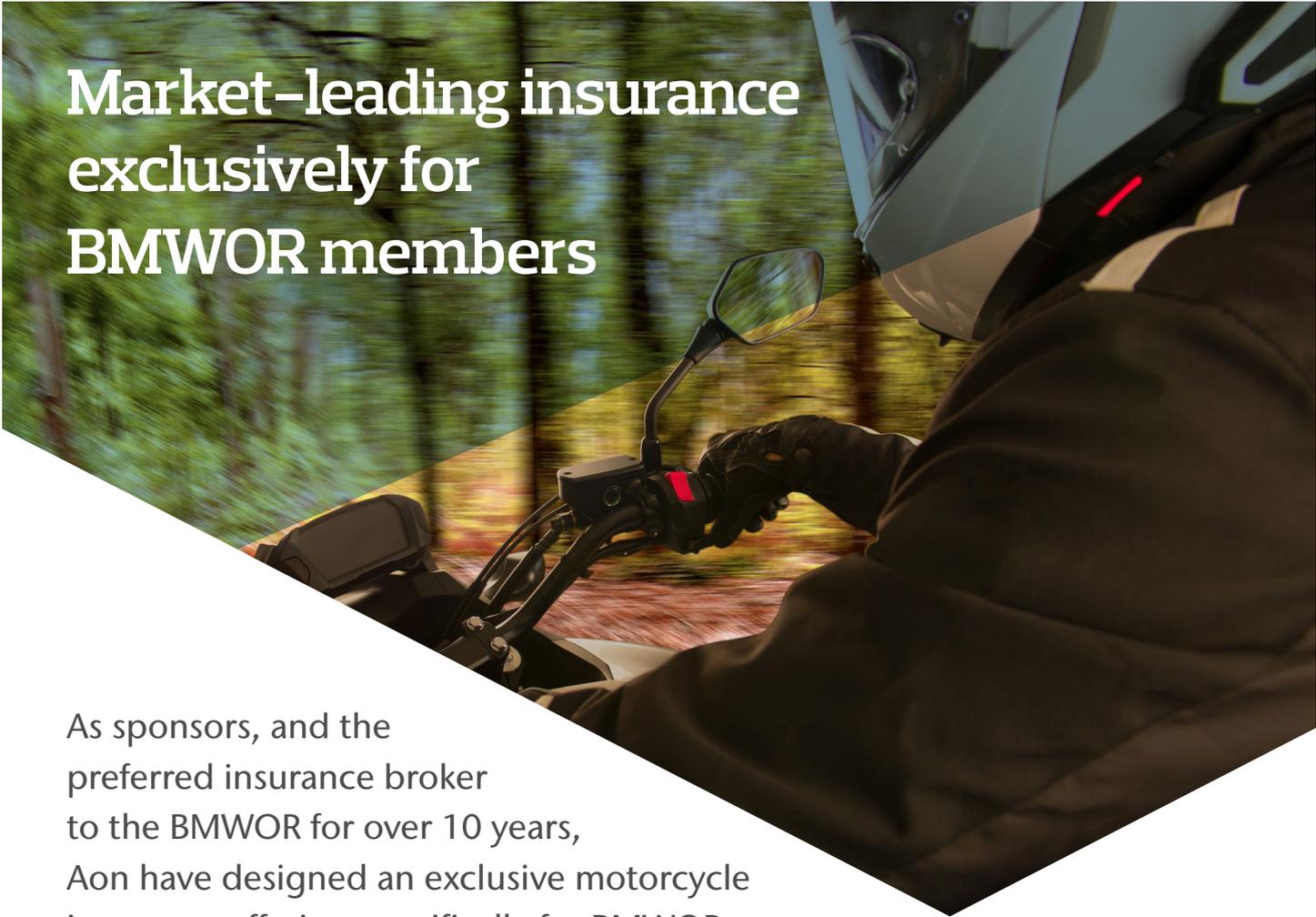
We hope you'll take part in many of your local and national events. Your Area Rep will be pleased to introduce you to other members in your area.

Our monthly newsletter is an open forum for all members. If you fancy having a story (and photos) published about your ride, the rebuild of your bike, a book you might have read or a movie you have seen lately, or just want to get something off your chest about how the club is going, then get in touch with the Editor no later than the 15th day of the month preceding publication. We welcome your contribution.

Introductory	Michael CARTHEW	AUCKLAND
Introductory	Mark FOURIE	AUCKLAND
Owner	Carol FREDERIKSON	UPPER HUTT
Pillion	Chris DEWAGT	BLenheim
Introductory	Rodney BOLTON	RANGIORA
Introductory	Try SHAW	CHRISTCHURCH
Owner	Nelson MILES	DUNEDIN
Introductory	Wynne OWEN	DUNEDIN
Introductory	Jeff SWAKE	QUEENSTOWN
Introductory	Stewart MACAULAY	DIPTON



Cover;
Two of our members at the Chateau Tongariro.
(Editor; Sorry I have lost track of who sent this to me.)



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President's Podium

I've had a bike out more often over August than the rest of the winter months together. Typically crisp, clear days here in Canterbury have resulted in the odd day commuting to work on Justin's 1200GS Rallye, sorting Jo's 700GS service and pannier solution, and a weekend out testing the baby G310GS (there's more about that elsewhere in the newsletter). And, I've enjoyed every minute of it!

There's often debate around what the best season is to explore New Zealand. It's all rubbish, our little country is simply amazing year-round. Of course, each season has its advantages, and winter has a few of its own. It's quiet for one, as most tourists tend to visit in summer, and, in some places, you feel like you have the country to yourself. It only snows in certain parts of the country, anywhere else you know you're going to get some sun on a beautiful winter's day and most roads are accessible, even in the high country.

Having said that, I'm looking forward to the warmer, longer days that will be ushered in with spring. And there are a few things going on over the next few months.

BMW Motorrad NZ is hosting the first of its track days at Hampton Downs on Monday 17 September. If you take your BMW you will get free entry but you will need to register for the day. Visit BMW Motorrad NZ's Facebook page for details and to register.

On Sunday 30 September 2018, over 120,000 distinguished gentlemen in over 650 cities worldwide will don their cravats, tussle their ties, press their tweed, and sit astride their classic and vintage styled motorcycles to raise funds and awareness for men's health, specifically prostate cancer and men's mental health. This global motorcycle fund-raising event has been running since 2012. Last year 94,000 participants in 581 cities from 92 countries mounted their motorcycles to raise USD\$4.85m to help fund research into prostate cancer and support male suicide prevention.

Suggested motorcycles for themed rides include café racers, bobbers, classics, modern classics, flat trackers, scramblers, old school choppers, brat styled, classic scooters, and classic sidecars. I won't be participating in the Christchurch event largely as I'm not at all distinguished or dapper and bereft of what could be considered a classic motorcycle, although the HP2 must be getting close by now! I am, however, sponsoring a couple of good friends who are participating in the Christchurch and Hamilton events this year, it's such a great cause!

If you're keen to register or want to know the details of any of the nine rides across New Zealand, or just want to see who is already registered so you can sponsor a mate or two, go to <https://www.gentlemansride.com/rides/new+zealand>

From Friday 26 – Sunday 28 October our South Island RAG Rally will be based at the TOP 10 Holiday Park in Geraldine. It promises to be a great weekend, book your camp site or cabin by calling 03-693 8147 or book on the website at <http://geraldinetop10.co.nz/> and let them know you're with the BMW Club.

Also coming up on the weekend of 24/25 November is the NZ Motorcycle Show at the ASB Showgrounds, Auckland. The show is home to everything related to biking. From new Makes/Models, to Classic and modified machinery, it'll all be here. Not only that, but we'll have all the latest gear and plenty of show specials to take advantage of. Ride Forever are again the Naming Rights Partner of the show and will be offering great tips and give-aways on courses to improve your riding. Look out for a feature on the popular Coromandel Loop run by the good people from Safer Roads.

Planning for the club's Waimarino Adventure on Saturday 1 December is well in hand thanks to member Stuart Hamilton and his team, which includes John Forsyth who many of you will fondly remember as organiser of the Capital Coast Adventure. This new event is an "Adventure Rallye" (sort of like the 2016 Raglan G/S Rallye) and is aimed at catering to all levels of rider skill, as opposed to the more challenging adventure rides on the yearly calendar. The emphasis is on seeing the country through an adventure riding experience rather than being challenged by terrain. And boy, you'll be in for a treat! The main route will be an interesting and unusual experience for the average Main Street GS rider – gravel roads and easy off road (such as the farm or forestry track) – allowing enough time to appreciate the scenic beauty, history and interesting sites of the Central Plateau, of which there are many. Preference for entry will be given to club members riding a GS variant before opening up to members wishing to bring another brand then other adventure minded riders in general if we have places left over. Full details of how to enter, cost, location, accommodation and meals, etc. will become available over the next month.

There are plenty of other local area events going on as well. Do yourself a favour by looking out for the details from your Area Rep, the club website or our Facebook page. There's plenty to be getting on with - and with spring on the way I hope to be backing the bike out of the garage more often. At the very least you should be booked for our Annual Rally in Auckland by now.

Wherever your travels take you in September; have fun and make good decisions!

Garry



BMW R 1200 RS



BMW K 1600 GTL



BMW S 1000 R



BMW R nineT Pure



BMW R 1200 GS

BMW Owners Register Risk Management Plan

Introduction:

The BMW Owners Register is an organisation whose members join together for rides to nominated venues and for other social occasions. The organiser nominates the destination and regrouping stages along the way, but otherwise has no influence upon the way that riders behave on the road. There is no element of organised competition in the rides.

Riding Code:

1. All register members on register rides shall do so as individuals responsible for their own safety and shall take into account the safety of others they encounter on the ride.
2. Register members are responsible for ensuring that their motorcycles are in a safe and legal condition, the minimum being to Warrant of Fitness standards.
3. Riders, pillion, and sidecar passengers where required, shall have as a minimum Standards New Zealand approved motorcycle helmets, and stout footwear, gloves and clothing that will be capable of protecting their body in the event of a mishap.
4. Register members are to go to the aid of any others suffering a mishap.

5. Ride organisers shall nominate the destination for the ride as well as any regrouping locations or other stops. The organiser is not responsible for other riders' behaviour or safety.

6. Riders shall ride at a speed and in a way that is comfortable for them. Do not ride outside your personal comfort envelope.

7. If a rider is unfamiliar with the route, they shall arrange to follow another rider who does know the way and who travels at a comfortable pace.

8. Riders who decide to travel as a group shall adopt a staggered riding formation such that there is an accepted following distance to the rider immediately in front. A reasonable following distance is indicated by a time of two seconds between riders for dry conditions, and longer for inclement conditions and on loose surfaces.

9. The Organiser and or the Register are not responsible for participants' safety, and all participants participate at their own risk. All participants are aware that they are travelling on open public roads and are responsible for their own safety and compliance with all Road Rules and Laws.

Events Calendar

National Events

24 - 25 November. NZ Motorcycle Show. Auckland. <https://nzmotorcycleshow.co.nz/>

Link for country-wide events: <https://www.mnz.co.nz/events>

Non BMWOR

NZ Distance Riders.

6-7 October 2018. North Island 1,600.

Link: <http://www.distanceriders.org.nz/the-north-island-1600.html>

6-7 October 2018. North Island 800.

Link: <http://www.distanceriders.org.nz/the-north-island-800.html>

National BMWOR Events

October, 2018. South Island RAG Rally. Geraldine. See page 10.

January 2019. Annual Rally/AGM. Auckland. See page 12.

National BMWOR Regional (Area) Events

Northland

See area Rep.

Auckland

Sunday 2nd September. Café run. Destination Karaka General Store and Café 257 Linwood Road Karaka. Make your own way there for 10am.

Monday 10th September. Monthly meeting, venue Cyclespot Barrys Point Road Takapuna 7.30pm (pay attention in case this time frame adjusts itself slightly).

Sunday 16th September. Monthly ride, destination Dargaville. Meet Starbucks Westgate 9.00am for a 9.30 departure. The Westgate shopping centre is obvious on your left as you take exit 19A off the north Western Motorway heading away from Auckland Central. Starbucks is hard to miss once you have entered the complex.

Sunday 7th October. Café run. Destination Plain Sailing Café 5/17 Clearwater Cove Akl 0618 (Hobsonville Marina). Make your own way there for 10.00am.

Monday 8th October. Monthly Meeting. Vintage and Veteran Clubrooms 39 Fairfax Ave Penrose 7.30pm.

Sunday 21st October. Monthly ride, Bennydale loop. This ride is 600kms +/- and may not be suitable for riders unused to that sort of distance in one day.

Waikato

3rd Thursday every month: We hold a monthly dinner meeting at the Oasis Café, 35 Duke St, Cambridge every month. It is held on the 3rd Thursday of every month and starts at 6.30pm. All current, and any considering becoming members, are welcome. We have a good chat and discuss future rides.

Bay of Plenty

Sunday Sept 2nd. Club ride to Kawhia where there will be an opportunity for gravel and seal roads for those who wish. I will lead the sealed route and I'm sure some of you may wish to do some of the local gravel roads in the area on our return. Of course, around this time of year it will be weather dependant, so please keep an eye out for emails the night prior and even on the morning of the ride for any possible updates.

Saturday Sept 29th. Social night to be held at Mark & Kathy Roberts Meeting 6pm onwards with a Pot Luck dinner as usual and do not forget the gold coin donation per person on the night please. Watch out for the email with confirmation and address.

Taranaki See Area Rep.

Rangitikei

Sunday 9 September, club ride. Details to be emailed out.
Sunday 23 September. Brunch, 11am, The Woolshed Cafe.

East Coast See Area Rep.

Wairarapa/Wellington

Note – In addition to the events noted here we also undertake ‘Impromptu Rides’ these are offered via email to the membership with a couple of days’ notice when the weather looks like being favourable.
Sunday – 9 September – Destination Ride – Hyde Park Café – Te Horo
Monday – 10 September - Monthly Get Together – Petone Working Men’s Club
Sunday – 16 September – Monthly Ride – Lazy Graze Café – Eketahuna

Nelson See
Area Rep.

Canterbury

Group ride to Kaikoura Beach
Hop Sep 14-16
RAG rally at Geraldine Top 10
Motor Camp October 26-28.
See page 10

Otago/Southland See
Area Rep.

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Area Reports

Auckland

Well after a pretty messy recent history involving weather interruptions and an area rep needing to spend every weekend in New Plymouth, it looks like we might be in for a decent run of normal. After a spate of postponements we never actually got to make our July club ride happen so we might need to throw in a bonus ride sometime over the next few months just to keep the ledger straight. There's a pretty good chance that the word "gravel" might become a bit more of an option on the next few rides as there's a bunch of us keen to see that happen. August's café run to Stripe in Titirangi ended up being a great chance for a smaller than usual bunch of us (about half a dozen or so) to talk about all manner of stuff, again weather definitely curbed riding appetites.

Our monthly meeting looked at results from the national club survey and questions raised by members leading up to the recent Area Reps meeting held in Wellington. As you would expect the local member questions and survey questions were themed on matters of direction and change. Pretty much all survey results came in with something like an 80% / 20% or 70% / 30% split with the larger number reflecting an affirmative outcome. This type of percentage split speaks loud and clear around an appetite for change and / or reinforcement of current direction. The most overwhelming survey result (89.16%) related to the question "Do you agree with the direction the National Board is taking the organisation?" Aside from being a vote of confidence this response, when considered with the other responses, indicates that we don't all have to be instantly in love with the changes to have faith in our leadership. It was helpful at the meeting to touch on the cost of a magazine in printed form and the sort of cost which might be involved in delivering more and better regional and national opportunities for members to get together and ride bikes about the place. Essentially many of our necessary or desirable changes, mostly centred on actual riding, needed money and a huge chunk of club revenue was being tied up in print costs. We took a moment to pull up the Club website www.bmwor.org.nz and also the BMW Motorcycle Club – New Zealand facebook page to see how these function. This may have been the first time that these new or renovated features had been seen by some folk.

Another topic of our meeting was centred on the confusion being created by emergence of another motorcycle community electing to feature the BMW brand prominently in their name and marketing presence. We are BMW Motorcycle Club – New Zealand, the newly emerged group is quite remote from us and have chosen to name themselves BMW Riders NZ. The new group is only active in Auckland so this is where most of the negative outcome from their name choice is being experienced however their online activity may be muddying the waters in other locations also. The convener of the group accepted my invitation to address our monthly meeting and briefly speak about his group. The stated aims and objectives of the group seem all encompassing and quite laudable however their short life span to date hasn't really presented much opportunity to achieve solid sustainable results around those. There are a lot of motorcycle clubs and communities in New Zealand, many of us are members of or associated with more than one of them. Pretty much none of the raft of other clubs, groups, and communities have made deliberate decisions to name themselves in such a way as to confuse their identity with any other pre-existing group. The convener of BMW Riders NZ stated that he didn't see any way that his choice of name could create confusion. It was good to hear of the aims and objectives of this new group and because we are all riders there was naturally stuff that our members could resonate with. It was also as well to clarify to members that this new group was remote from us. Honestly, anything that encourages riders to get out there and ride is a good thing and all of us are probably predisposed toward offering up support for various initiatives, I just wonder whether that deliberate choice to use the BMW brand so prominently was a neutral type decision and whether the name and their presentation on the road will seem quite incongruous to anyone observing. Till next month when the Rally 2019 agenda starts to be rolled out. Stephen.

Waikato

We were away in Thailand for July, so were not present at our normal monthly dinner meeting.

For the newsletter here is what we are doing in the Waikato:

We hold a monthly dinner meeting at the Oasis Café, 35 Duke St, Cambridge every month. It is held on the 3rd Thursday of every month and starts at 6.30pm.

All current, and any considering becoming members, are welcome. We have a good chat and discuss future rides.

In August we showed a short video clip of our recent 2 week ride in Thailand, which was a real blast. The roads up there are incredibly good. Very twisty with very little in the way of signage, and what was provided was impossible to read! We did one stretch of road where we climbed 1000m in 9kms, and the switchbacks were so tight that you often could not twist your head far enough to look through the corner. One fellow rider commented that if you took your favourite bit of twisty road in NZ and multiplied it by 10, that would be equivalent to what we rode every single day. Joy made the comment "well nobody could say that there weren't enough corners" and I thought that summed it up nicely. It was hot at around 34 degrees, and quite humid a lot of the time, but we only had one day of rain despite it being the rainy season. The people were friendly and the food was lovely. Highly recommended.

Back to NZ and arriving at Auckland to 5 degrees, we did not think it was going to be great riding weather, the rain never seemed to stop. However one Friday we got an email from Phil with a last minute invite to do a backroads loop to Raglan for lunch, and the Saturday was so fine that we could not refuse. A leisurely pootle around the backroads down to Arapuni then up through Kihikihi, Pirongia and Whatawhata led us to Raglan where you would have thought that a motorbike show was on. There were bikes parked everywhere. Signs of people getting sick of winter and venturing out for their first ride in a while.

We are doing the NI 800 in October, which starts and ends in Turangi, so if you see this before 5th September, then there is still time to enrol and join us. Paul

Bay Of Plenty

The club ride last month was to Waihou Bay and on the second attempt due to the first date set being atrocious weather we were able to ride it, a week late maybe but at least we had superb weather. Eight riders and two pillions braved the fantastic weather and were well rewarded as the East Coast Bays ride is second to none in the country in my humble opinion.

Marie and John Rutherford kindly hosted our social night in July, which was well attended and enjoyed by all those that were there, so thank you John and Marie. These potluck dinners/social nights are ideal, as it's more relaxed and far easier to socialize when you are not stuck at a table in a restaurant. If you have already volunteered for a night at your place this year how about letting me know so I can book you in.

Rangitikei

Don C had organised a route for our scheduled ride on Sunday 12 August. Eventually 7 bikes gathered at the "Coffee on the Square", Feilding, for our 10am departure. We enjoyed one of those superb late winter days; nice and still, blue skies and lovely fresh air.

Leaving Feilding we did a couple of back road loops leading into Makino Road then joining the Vinegar Hill road heading north. A stop at the Stormy Point lookout allowed for a stretch and photos. All three central volcanoes plus Taranaki were stunningly visible in the brisk clear air.

Onwards to Hunterville for another short stop then south on the back roads to Marton. From here we travelled roads that took us to Turakina Valley, Fordell and then Whanganui, arriving around 1pm.

A leisurely lunch at Parnells Café on Victoria St rounded out the main event for the day and people drifted off to home or other activities at their leisure.

Thanks to Don for a most enjoyable tour around Manawatu and Rangitikei roads we seldom travel but are ideal for motorcycling. Another great day on the bike.

Nelson

Eleven of us met up in Nelson on a dull but dry morning, which was a most pleasant change from the wet weekends we have had lately.

Jaques made it just as we were heading off, he was initially going to go out for a ride with the Triumph MCC but when he turned up on his Yamaha XVS1300 they pointed out to him that he was not riding an appropriate motorcycle!! A good job we are not quite so unfriendly. :-)

We set off over the Whangamoas to the Sneaky Beach Cafe in Havelock, and unusually the sun was shining when we got to the Rai Valley, and for the remainder of the ride. Revti only went as far as Pelorous, but at least he got to see the Sunshine.

We had some good conversation, morning tea, and breakfast for Tony. Hans made his own way over via the Maungatapu, and Dale had also gone on ahead to meet up with Hans at the Summit via Pelorous. At present boxer engines can't get through and Dale was suffering from gravel withdrawal!

We were hoping to meet up with our fellow Marlborough members, but unfortunately none of them made it out.

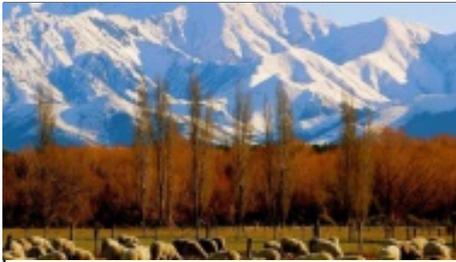
I suggested to everyone that we take the long way home via Renwick and St Arnaud. Only Jaques came the scenic way home with me and everyone else missed out on a fantastic ride with stunning weather. We stopped at the truck cafe shortly before Rainbow. The sun was shining, not a cloud in the sky and 20C on the thermometer. We sat and had a rosemary seasoned roast pork burger, which was delicious, before heading home via Golden Downs.

As for the rest of the group some went directly home and others took a gravel excursion off the Whangamoas via Central Road, which I believe was enjoyed by those who ventured.

Thanks to all that turned up. Another fantastic day out for the Nelson group.

Kevin





South Island RAG Rally

**Geraldine TOP 10 Holiday Park,
39 Hislop St, Geraldine**

Friday 26 – Sunday 28 October 2018

This year's South Island "Rough as Guts" Rally is situated in the pretty country town of Geraldine on the scenic inland route (SH72) about 130 km south of Christchurch.

For road riders it's the gateway to the Starlight Highway leading to the UNESCO International Dark Skies Reserve at Tekapo and onwards to Mount Cook and the Southern Lakes. There's little to disappoint the adventurous as well, with heaps of gravel and spectacular scenery in the surrounding hill country and passes. The three Gs' will pull something together that's easily doable for all who want to tag along.

The general plan is to make your own way to the TOP 10 Holiday Park on Friday, spend Saturday riding or whatever takes your fancy, then head home after breakfast on Sunday.

At the site, cabins are available but if you're planning on camping you will need to bring:

- a tent and bedroll
- sleeping bag
- cup, plate and eating utensils

Book your camp site or cabin yourself. Just call 03-693 8147 or book on the website at <http://geraldinetop10.co.nz/>. Let them know you're with the BMW Club and they'll try to get us accommodated close together.

You look after yourself for dinner on Friday night, there's plenty to choose from and there will be others around to hook up with for a meal in town.

A contribution of \$20 per person will be appreciated to cover the shopping we'll need to do for the BBQ on Saturday, and breakfast on the Sunday!

We'll have fruit juice and a few beers on hand, but if you want anything stronger than that you will need to bring it.

Look forward to seeing you there.





BMW Motorrad

BMW MOTORRAD

NEW ZEALAND

PRESENTS:

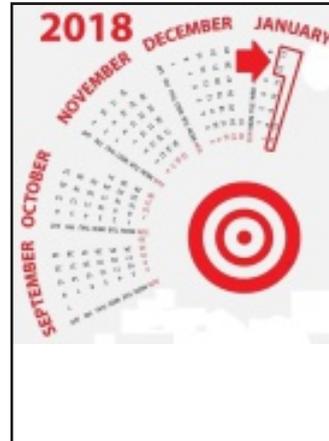
THE MOTORRAD DAY - TRACK DAY 2018 -

*HAMPTON DOWNS
MOTORSPORT PARK
17TH SEPTEMBER 2018
FROM 8:30AM
TO 4:00PM*





Paerata 2019
50 minutes south of the madness.
Almost Auckland
BMWOR Annual Rally and AGM
Friday 11th To Monday 14th January.
Hosted by the Auckland Area BMWOR.



The venue for the 2019 Annual rally is Paerata.

- 50 km south of Auckland city
- 10 Minutes from the motorway off ramp at Dury.
- 10 minutes to Pukekohe

The venue, Wesley College, provides a practical, fully catered location with ready access to sealed and unsealed roads and recreational options a plenty without having to negotiate the JAFFA madness. Organised rides will include seal and off -road riding on some of the wonderful coastal rides and scenic vistas that the Manukau Peninsular, Coromandel and the Waikato District has to offer. There are many options that you can select to join in with or head off and explore on your own.

The accommodation is a school with residential facilities, so accommodation is practical, with single twin and cubicles in larger rooms; all linen and catering is provided. There are great socialising areas with tea, coffee and kitchen facilities, lounges, decks, and a pool along with areas for the many activities planned over the weekend.

Pukekohe township is 10 minutes drive and has much to offer those looking for shops, markets and galleries. It is about 15 minutes drive to the train station to journey into Auckland and explore the city or catch the Ferry to Waiheke.

There will be opportunities for non riders and partners to visit local gardens, cafes, winery tours, Waiheke Island, hiking tracks and walks etc. Look for updates as we get closer to the event.

Registrations are open, with options for live in and locals to attend daily.

Mark these dates in your diary.

We look forward to seeing you in January 2019.





Registration Form: 2019 Annual BMWOR Rally

Wesley College: 801 State Highway 22, Paerata, Auckland, New Zealand 2676
Friday 11th January to Monday 14th January.

Name of registered member		
Address		
		Postcode:
Contacts	Mobile:	Phone:
Email		

BMWOR number		Area	
---------------------	--	-------------	--

Name 1: Name 2:	Number	Cost PP	Total
Registration: Participation in events over the weekend (Excludes Meals/Accom.) This provides access to tea and coffee in registration area over the weekend.		\$40	
Registration with dinners: Saturday and Sunday. (Excludes accommodation) This includes access to tea and coffee in the dining area.		\$80	
Registration with all meals and accommodation.		\$300	
Single Supplement; This is a single or a twin room to yourself with shared Facilities		\$50	
TOTAL			

Memorabilia: BMWOR Annual Rally Paerata 2019

Pre orders appreciated.	Number	Cost
2019 Rally Badge		@ \$15
Shirt – Circle Size S M L XL 2XL 3XL		@ \$40
TOTAL		

Registration forms: Email to bmwannualrally2019@gmail.com (All entries will be acknowledged)

OR Post to: S Parkinson PO Box 109 204 Newmarket Auckland 1149

Payment by internet banking to BMWOR Event Account **03 – 1519- 0034447- 001**

Reference with Name - _____ BMWOR member number _____ Rally2019

Shared Accommodation: If you have registered as a couple you will be allocated a twin room.
 Shared spaces are private cubicles within a larger room space or twin rooms.

I am happy to share a room/be allocated a cubicle in a room with Name :	OR Please allocate me a space in a shared room ; I like meeting new people.
--	--

Health/ dietary concerns that are pertinent to this event.

It is important if you are travelling /participating as an individual that the organisers are aware of these. Please communicate these with the appropriate staff member at registration. (Being old doesn't count.) Meals are all buffet style: the kitchen is experienced at providing meals for all special requests. Please circle below if you have specific requirements.					
Meal requirements	Dairy Free	Vegetarian	Gluten Free	Gluten Intolerant	Other:
Packed lunch for	MONDAY 14th (for your journey home)				YES / NO

Disclaimer: This Rally will be run under the BMW Owners Register Risk Management Plan as in the register's official newsletter. By registering for this event, participants agree to abide by all the conditions of the said Management Plan.

BMW G310GS: The little bike that can

Words: Garry Williams/Photos: Garry and Stefan

It was on a glorious winter Saturday in Canterbury that Elliot handed over the key to Avon City Motorcycle's G310GS demonstrator. General Manager Scott McIntosh, in a quest for feedback on what the G310GS is like as an adventure bike, had it kitted out with Barkbusters, more adventure oriented tyres (Tractionator Adventure front/Mitas E09+ rear) on its cast alloy rims, and an (extremely) rorty Akrapovic slip-on before I got to take it out for a spin.

"It's yours for the weekend", he'd said. "Get it dirty", which was fortunate and pretty much what I had in mind.

And boy, it looked good! With all the classic elements of its larger siblings you identify it as a genuine GS at first sight.

Make me an expert

The G310GS is powered by the 313cc liquid-cooled engine from the G310R, with four valves, two overhead camshafts and electronic fuel injection. The single cylinder is tilted to the rear and its head rotated 180 degrees, intake at the front, exhaust at the rear, resulting in a low center of gravity with more weight loaded on the front wheel.

The engine develops 25 kW (34hp) at 9500 rpm and 28 Nm at 7500 rpm, which provides a reasonably credible power to weight ratio considering a fully fuelled/road-ready weight of 170 kg. The tank holds 11L (including a 1L reserve) and, based on the consumption figures released, should return around 300 kilometres going easy on the throttle.

The GS shares the G310R's steel tube spaceframe with a bolt-on rear sub-frame. The synchromesh six-speed transmission is integrated in the motor housing. The front wheel suspension employs 41mm upside down forks, while the rear uses a solid die-cast aluminium swing arm, with a directly hinged mono-shock.

The standard seat height is 835 mm although you can reduce that to 820mm with a low seat or increase it to 850mm with a comfort seat.

It took all of two seconds to familiarise myself with the instrument layout. Right hand switch block holds the start button and kill switch, left hand switch block for lights, indicators and horn, and a button to turn the BMW Motorrad Integral ABS off - ignition on, hold it down for a few seconds, hit the starter, job done.

In between is the instrument cluster with a large liquid crystal display. The digital speedo is really clear, the horizontal rev counter at the bottom of the display is pretty cool, and there's a range of fuel consumption and trip information available, similar to what you'd find on bigger bikes - all controlled by a single button.

While BMW is a German company, the G310GS is manufactured in India. However, the only tell-tale sign is the ByBre brakes front and rear.

Basically, this GS has most everything you need and nothing you don't.

Where did you ride it?

The plan was to meet a couple of mates at Yaldhurst Caltex and ride up the southern side of the Waimakariri River to the Waimakariri Gorge Bridge then head into Oxford for a late lunch.



'Suits You, Sir!'



Comfy standing position, very stable

It's a great route with around 20km of seal along Old West Coast Road before a right turn onto gravel to the river and a plethora of rocky tracks and river trails. There's unlimited access to the river bed itself, which is mix of (very) rocky, sandy and muddy terrain. It's only about 20kms to the bridge as the crow flies, but you can spend a long time getting there if you do choose an obscure route, which we did, before a short 15km sprint to Oxford.

I have to say that as Stefan (on his new Husqvarna FE501) and Mark (on his very good looking AJP PR7) rolled into our meeting point, I got a pretty good idea of what it's like to bring a knife to a gun fight, and was thinking how much I missed my HP2 right at that moment.

Nevertheless, the mission was to see if the baby GS could cut it off-road, and keep up with a couple of proper enduros would be as good a test as any.

How did that go then?

Keeping up with the other two on the road out to the river wasn't an issue. What struck me was the way in which the 310GS offers very linear power delivery, though it pulls noticeably harder above 9,000 rpm before hitting the rev limiter at approximately 10,500 rpm. While I can't confirm BMW's claimed top speed of 143kph, sitting on 100kph at 6,000rpm was effortless, so there's plenty of room left for those that want to prove it.

With such a small engine, shifting at the right time is critical. On a couple of occasions I found myself in a gear too high for the rpm, and the 310GS didn't quite have enough grunt to get back into the power band without downshifting. In the right gear the bike has more than enough power and offers a good amount of excitement and fun in the process. Shifting through the six gears is super smooth and I didn't experience any problems with missing gears the whole day.



Doesn't mind getting its feet wet

Chassis-wise, the 310GS is very comfortable and nimble, yet quite predictable on the road. The bar, levers, pegs and seat position fit my 185cm stature well. I was super impressed with how well the 310GS easily negotiates corners.

All good on the road then, how about getting off the seal? First off, the rims on the 310GS are really wide and, while the gravel entry road was dispatched in pretty quick time, there was sufficient cause to bleed standard tyre pressures before pressing on up the river. Given the rocky terrain and the fact the rims are cast alloy I left about 20psi both ends but would have liked to lose more. Stopping the bike, because you have to, also provided an opportunity to turn the ABS off then the fun began!

To be fair, the two limiting factors in comparison with two well sprung, knob equipped, 500+ cc enduro bikes out front were the small engine and the suspension on the 310GS, so I was never going to keep up. But anywhere Stefan and Mark went so did I, albeit more slowly and deliberately, particularly as it wasn't my bike.

The 310GS's suspension is a tad soft overall for where we were but great for the type of riding the bike is intended for (both on and off road), and also the type of rider BMW expects to buy this bike. The 41mm upside-down fork moved a lot on impact, and the softness of the fork was pretty evident when grabbing a handful of front brake. Likewise, the shock compresses when getting on the throttle, but overall both ends of the bike work well enough. As you might expect with a bike costing less than \$10k, suspension adjustments are virtually non-existent. The forks have none and all you get on the rear is spring preload.

Off-road there's not a lot of usable grunt but competent dirt-riders will suffer little stress with the 310GS. Again, to be fair, once you get off the formed gravel roads the terrain around the Waimakariri River is pretty much at the limit of the 310GS's off-road capability. It handled the rocks, deep sand and long stretches of mud well but it was hard work and not something you'd want to go at all day.

On the gravel though, it was awesome! It feels light and, as I said previously, in the right gear at the right revs you can have a lot of fun. The brakes perform well and are powerful enough for the type of riding we were doing but not too touchy or sensitive either. I didn't notice a massive difference with the ABS turned off, but ABS is a great feature to have on a beginner-focused bike like the G310GS.

I handed it off to Mark for a bit, mainly so I could have a ride on his AJP. The first thing he said when he gave it back was that he couldn't believe how comfortable the 310GS is and how much fun it is to chuck around.

Parking up in Oxford, the GS covered in mud between an equally filthy 510 and AJP proved a talking point, and simply evident that we'd all had a great deal of fun. I left the boys to it and headed for home to clean up a bit as Jo was taking it out the following day.

Good stuff

It's clear the 310GS is aimed at new riders, commuters, and those looking for a lightweight adventure bike that won't break the bank.

The 301GS is fairly light and compact, and certainly affordable with a base retail price of \$9,495. The only factor affecting price is the paint color which are Cosmic Black, Racing Red, and Pearl White Metallic, with the Pearl White Metallic coming at an additional cost.

It is an excellent bike for what it's intended to do. It's a pleasure to ride on tighter, turn-filled roads and performs really well in light off-road use.

There is some competition for the 301GS in the LAMS space such as Hondas CRF250 Rallye, Kawasaki's X-300 Versys and the Suzuki DL250 V-Strom, but these don't really stack up applying a price-to-performance ratio. You might pay a bit less for the others but the 310GS's capability easily makes up for the premium.

Not so good stuff

Those cast wheels have to go! A good set of tubeless spoked rims are available, not cheap but well worth it.

Heated grips should have been fitted standard, it was after all a winter's day. Probably to do with the price point but you're going to retrofit a set anyway, why not just do it up front?

The Akrapovic slip-on sounds great, especially on startup, and blipping the throttle on change-down is simple entertainment but it

will drive you nuts over longer distances. More packing or a noise restrictor on the outlet would be a good idea, or stick with the original.

Why would I buy one?

The 310GS is a great fit for younger/newer riders or those who want a lightweight commuter that can handle the street as well as some off-road exploring, and maybe those with bigger GS variants that are getting too heavy for them to handle off road.

There's enough grunt in the single to maintain open road speeds with no trouble and those up for it can take to the dirt without worrying about overpowering themselves, or dropping a great big lump in the middle of nowhere.

Having said that, Rally Raid Products are gearing up their Suspension Upgrade Kits, Spoked Wheel Kits and other Accessories for the G310GS. Now there's an interesting prospect!



Not quite the competition BMW had in mind

Thanks very much to Scott and Eliot at Avon City Motorcycles for trusting me with the G310GS, and to Stefan and Mark for being such good sports on the day.

Jo Buckner: a second opinion

I took the 310GS through both gravel and sealed roads in North Loburn and Whiterock and then up to the top of the Okuku Pass. The Pass is a winding little road with a variety of riding surfaces - from jagged rock with loose stuff on exposed hillsides, through slushy hairpins in forested sections - which then drops down into the Lees Valley. A big storm had gone through the night before so there was quite a lot of loose rock, small broken branches and slippery bits to navigate.

I was interested to ride the 310GS and see if it could fill the confidence and capability gap I know I share with some other riders - for me, it's the gap between my Yamaha XL250 and my BMW 700GS.

The 250 is a little tractor and, with its 21 inch front wheel, I'll have a go at taking it anywhere but it's just too small and uncomfortable on long adventure riding days. On the other hand, I can happily ride my F700GS all day - fully loaded with luggage. But when things start getting tight and technical, the size and weight quickly make itself felt. That limits exploring on my own - I need to have confidence I can get out under my own steam.

Heading out from home on the first 5kms of gravel, I quickly got the feel of the 310GS on the loose stuff and was happy to sit through it on the comfy seat. I liked the torque feel of the bike - it had a good road presence and I found it easy to settle into. As a smaller bike I found it a little buzzy going up through the gears but things smoothed out at open road speed. The Akrapovic exhaust sounded great on the open road section - there was definitely a desire to blip the throttle going down the gears. However, I noticed stock were quite unsettled as I rode past so my preference would be for a quieter exhaust note.

Next, I happily clipped along through slushy gravel and had no problems skipping tracks to accommodate oncoming traffic. Back on the seal again, the 310GS was rock-solid through corners sprinkled with fine gravel and silt.

On to the rougher stuff, I felt confident moving around on the bike, tackling broken branches, trickling around slushy hairpins and giving it a squirt here and there. I stood up a couple of times although I didn't really need to. As with my F700GS when I first got it, standing felt a bit awkward - a set of risers would solve that. I was impressed with the tyres - they handled a variety of surfaces well and gripped well under braking.

There was a smile on my face when I stopped at the top - I would have happily kept going if I had the time. Turning the bike around on a hill with loose footing was absolutely no problem.

I agree with Garry that the 310GS is a great fit for younger, less experienced or increasingly "sensible" adventure riders - it would also be a good choice for commuting and exploring city streets and unfamiliar places.

So, does the 310GS fill the confidence and capacity "gap"? Yes, I think it would be an excellent choice - especially for day trips and holidays where you want to have a poke around and do some tricky bits, while still being able to carry some luggage and be master of your own fate. Thanks Avon City - I enjoyed the ride.



Gravel road, Waiheke Island



Sealink Ferry to Waiheke Island

ANNUAL RALLY 2019

CONSIDER WAIHEKE ISLAND ...

Things to do when you are almost in Auckland

If you are looking for a different experience during Paerata 2019 then a day trip to Waiheke Island could be just the thing. With pristine beaches, world class wines, and fantastic cuisine, it's easy to see why Waiheke Island is considered the jewel in the Hauraki Gulf's crown. Although only 35 minutes from Auckland, you'll feel like you're a world away as you browse through art galleries, sample award-winning olive oils and soak in stunning sea views. With so much to do, there's truly something for everyone on Waiheke Island. Waiheke was voted one of the world's Top 20 islands by Conde Nast Traveller in 2016, and included on Lonely Planet's list of top 10 travel regions in 2015.



Half Moon Bay is a 40km ride from Paerata, from here tar seal gives way to the Sealink Ferry for a wee boat ride to Kennedy Bay then you ride off and Waiheke is your oyster so to speak. If you are carrying a pillion then I recommend taking some tie downs, not so much for the ferry trip but the wineries and craft beer breweries on Waiheke are amazing so you may need the tie downs to keep your passenger on board for the homeward ride.

In a perfect world the Waiheke option would be a freebie but as we all know the world is not perfect so one bike and rider will end up around \$100.00 return (the bike is around \$70.00 and the people are around \$30.00 each).



Gangbusting The Doppelgangers

Dave Morris

A short look at the use of the horizontal, flat-twin engine outside the BMW marque

What is the fascination with the Flat Twin-Opposed engine? Why has it been copied so much? Best reason is that the weight of the engine offers the lowest centre of gravity, which in turn dictates the handling abilities of the bike. Another reason is simply a concatenation of events. Presented here, is a catalogue of motorcycle manufacturers that are independent companies and not directly associated to the BMW conglomerate. These companies have produced the flat twin opposed engines. The engine configuration is not necessarily the only configuration manufactured by a company. Some have only used the F/T opposed; others have not: The BMW standard was a high bar to attain and competition companies have strived to achieve that bar; and few have succeeded.

The manufacturers researched are, Chang Jiang, CEMAC/Ratier, Condor, Fée, Dnepr, Douglas, Gnome et Rhone, Harley Davidson, Marusho, Ural and Zündapp. China, France Germany, Japan, Switzerland, Soviet Union, Ukraine and the, USA countries are involved. For no particular reason, the notes are listed in a rough chronological order and/or business association.

Fée GB

Somewhere I read the very first horizontal twin opposed engine was a Fée. In Bristol, 1905, a Joseph John Barter built the first twin-cylinder prototype horizontally-opposed engine and called it the 'Fée', which is French for fairy. His first working single-cylinder engine designed to be attached to an existing bicycle built from an out-sourced company. His engine was 400mm in length and was designed to fit into a bicycle frame. From this prototype, he developed the more powerful engine which he called the 'Fairy', anglicizing the French word, Fée. A company was formed of Bristol men and a large number of these machines were sold before the business was acquired by a London firm.



Douglas GB

Douglas produced motorcycles from 1907 – 1957. The company was based in Bristol and was family owned.

Well known for horizontally opposed twins, they also produced other engine configurations. Most of the twin opposed engines were north-south in line with the bike, but after World War 2 the east-west (similar to BMW) configuration began to appear.

At the end of production, the company was taken over and the Brand name ceased.

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Link:

[https://en.wikipedia.org/wiki/Douglas_\(motorcycles\)](https://en.wikipedia.org/wiki/Douglas_(motorcycles))

Gnome et Rhone France

For the time Gnome produced motorcycles, it gained a favourable reputation for good quality fine bikes.

In 1895 the 26-year-old French engineer Louis Seguin bought a license for a Gnom gas engine from the German firm Motorenfabrik Oberursel. It was marketed under the French translation Gnome.

On 6 June 1905 Louis Seguin and his brother Laurent formed the Société Des Moteurs Gnome (the Gnome Motor Company) to produce automobile engines but shortly after turned their efforts to one of the first purpose-designed aircraft engines. After some negotiations with an opposition company, Société des Moteurs Le Rhône, they eventually bought them out. On 12 January 1915 Gnome bought out Le Rhône to form Société des Moteurs Gnome et Rhône. During the war they manufactured engines for aircraft, but after the war they diversified. Their first motorcycle was introduced in 1920 and motorcycle production



continued until 1959. After the war, Gnome and Rhone was nationalised and became SNECMA (Société Nationale d'Etude et de Construction de Moteurs d'Aviation).

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Link: https://en.wikipedia.org/wiki/Gnome_et_Rh%C3%B4ne#Motorcycles

CEMEC

France

At the end of 1944, France - almost liberated, tried to put her administration back in order. The German departure had left workshops complete with parts allowing initial assembly of BMWs. RMC (Translated into English, The Assembly and Repair Center) was created to take care of this stock and rebuild motorcycles

The CMR delivered about 300 BMW R12 and 80 BMW R73, made of various parts of BMW R71 and BMW R75 spares.

At the end of 1945, the CEMEC (Explosive and Combustion Engines Study Center), took over production from CMR. CEMEC produces a 750cc machine the L7, which was manufactured from 1948 to 1954. The engine included side valves, based on BMW R12 and R71, but this motorcycle is now manufactured entirely in France.

In 1954 Ratier, whose specialty was the manufacture of aircraft propellers, buys CEMEC (quod vide) and resumes the manufacture of the L7, which will allow him to remain financially buoyant after the downturn in post war Europe. Ratier develops an engine by grafting R75 cylinders to the CEMEC L7 engine. A C8 model is then used as a basis for the future C6S.

In spite of respect earned from the Presidential Escort, Police Departments and other interested bodies of the earlier motorcycles, this model had less success with the Governmental services who now were equipped with BSA and BMW.

Unlike the earlier models, the Ratier C6S is no longer quite a BMW: its rear part has been entirely developed by a Ratier, swing arm and shock absorbers are Le Laurain brand. The front brake is double cam, and its front fork is no longer the traditional "Earles" of BMW, but a hydraulic fork telescopic very good, which allows the bike precise guidance of the front wheel. Ratier also modified the BMW badge; respecting the propeller but replacing blue and red sections symbolizing the French flag.

At the end of 1959, Ratier was bought by Thomson CSF (Compagnie Generale de la Telegraphie Sans Fil). Ratier had not actually begun production of the C6S, although a prospectus had been published. CSF actually begins production in July, 1960). The last Ratier C6S came off the line in December 1962. Production number for the C6S were 1057. CSF is now working mainly in electronics. From 1960 to 1962, 1057 copies of this motorcycle are built.

In 1964, the Presidential Escort abandons the Ratier for the BMW R69S.



Ratier C6S



Ratier L7

sharing many common features with the BMW brand. General Charles de Gaulle, outfitted his presidential escort with CEMEC motorcycles. There were only 1,200 motorcycles produced after the government failed to renew its contract with the company.

Today in Figeac, the company still produces aircraft parts, in particular for Airbus.

Photo credit: CC BY-SA 3.0,

<https://commons.wikimedia.org/w/index.php?curid=437941>

Cossack

Soviet Union

The term 'Cossack' was a UK tradename owned by SATRA (Soviet American Trade). Cossack refers to all motorbikes manufactured in the former Soviet Union in the post-war period and operated in the years from 1974 to 1979. (Urals, Dneprs, Jupiters, Planetas, Voskhods, Minskis). Some bikes were exported to Australia.

NB Cossack is still used as a generic name for Russian/Soviet bikes.

Ratier

France

Motorcycles were never a major part of this company's policy. In the beginning, 1904, the company was created by Paulin Ratier, a joiner, and has always specialised in the aircraft industry.

Much of its workload consisted of contract work. One contract from Citroën was to produce the Citroenette, a pedal car for children. From 1926 until 1930 it built a car with a 746 cc overhead camshaft engine.

From 1959 until 1962 Ratier made motorcycles, having taken over the motorcycle business of the Centre d'Études de Moteurs à Explosion et à Combustion (CEMEC). The engines were flat-twins derived from Second World War BMW designs. As a victory spoil, it was the recipient of many motorcycle parts from the German company BMW and the company was able to construct its own motorcycles,



The Citroenette pedal car

Dnepr

Ukraine

Also known as Dnepr, Dnieper and also Dnipro.

Production of an M-72 model (a derivative of the BMW R71) commenced production under licence in 1941 at the Moscow Motorcycle Plant. When the Germans invaded the Soviet Union, production was transferred east to the Ural region. The new plant was the Irbit Motorcycle Factory (IMZ). In 1946, the Moscow plant was re-established to manufacture the Moskva motorcycle.

In 1957 the Soviets sold the machinery and tooling for the motorcycles to PRC (People's Republic of China). The IMZ plant supplied M-72 military bikes to the PRC up to the transfer of M-72 production line in 1957 and continued to supply parts to the PRC until 1960. Dnepr has now ceased to exist and are no longer in production.



Ural

Soviet Union

The origins of the IMZ-Ural are linked to developments in the Eastern Front during World War II. The Soviet Union was preparing for possible military action by Nazi Germany. Joseph Stalin ordered the Soviet military to prepare in all possible areas, including the ground forces that would be defending the Soviet Union against invading German tanks and infantry. Mobility was especially stressed after the Soviet Union had witnessed the effect of the blitzkrieg on Poland.

A meeting was held at the Soviet Defence Ministry to devise a motorcycle that would be suitable for the Red Army. The Red Army wanted to modernize its equipment after the suspension of the Winter War with Finland. The motorcycles used up to that point had not been satisfactory; their technology was outdated and the manufacturing quality was inadequate to endure the harsh Russian climate and terrain.

The motorcycle was, 'modelled after a late-1930s BMW sidecar bike called the R71, which Nazi Germany provided to the Soviet Union after the countries signed a non-aggression Molotov–Ribbentrop pact in 1939.'

According to official accounts, after lengthy discussion, the BMW R71 motorcycle was found to closely match the Red Army's requirements. Five units were covertly purchased through Swedish intermediaries. Soviet engineers in Moscow dismantled the five BMWs, reverse engineered the BMW design in every detail and made molds and dies to produce engines and gearboxes in Moscow. Early in 1941, the prototypes of the Dnepr M-72 motorcycle were shown to Stalin who made the decision to enter mass production. One of the original BMWs purchased through the Swedish intermediaries survives, and is displayed in the IMZ-Ural factory museum. In 1941, BMW began series production of the R75 and ended production of the R71.

As production escalated, the Moscow Motorcycle Plant was established, producing hundreds of Russian M-72 sidecar motorcycles. The Nazi Blitzkrieg was so fast and effective that Soviet strategists worried that the Moscow factory was within range of German bombers. The decision was made to move the motorcycle plant east, out of bombing range and into the resource rich Ural mountain region. The site chosen was the town of Irbit, located on the fringe of Siberia in the Ural Mountains. Irbit had once been an important Trade and Fair centre in Russia before the Revolution of 1917.

The only available substantial building was a brewery outside of town, beyond the railway line. It was converted into a research and development building to prepare for the construction of a massive new facility to build the M-72 motorcycle. On October 25, 1942 the first batch of motorcycles went to the front. During WWII a total of 9,799 M-72 motorcycles were delivered for reconnaissance detachments and mobile troops.

After WWII the factory was expanded, and in 1950 the 30,000th motorcycle was produced.

Initially, the Ural was built for the military only. In the late 1950s, the KMZ plant in Ukraine assumed the task of supplying the military, and the Irbit Motorcycle Works (IMZ) focused on making bikes for domestic consumers. In the late 1950s the full production of the plant was turned over to non-military production. In 1957, the M-72 production lines were sold to the People's Republic of China.

The export history of Urals started in 1953, at first to developing countries. Between 1973 and 1979, Ural was one of the makes marketed by SATRA in the UK as Cossack motorcycles.



Photo (above): 2009 Ural "T" with sidecar, satin powder coat finish and red detail.
Phot credit, Jayron32 - Own work, CC BY-SA 4.0,
<https://commons.wikimedia.org/w/index.php?curid=44665356>
Credit to Wikipedia for above article
Link: <https://en.wikipedia.org/wiki/IMZ-Ural>



Photo (above) by: By Tom.lifesafety - Own work, CC BY-SA 4.0,
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Cháng Jiāng

China

The name comes from the Cháng Jiāng Jiang River, (aka Yangtze, which in English, translates to 'the Long River'). Bikes were originally manufactured by the China Nanchang Aircraft Manufacturing Company.

There is one basic model produced - the CJ750 and the variation of models is only in the detail: Sidecar or no sidecar; 6 volt or 12 volt etc.

The CJ750 is derived from the BMW R71, via the Soviet Dnepr M-72.

Production of motorcycles began in 1950 when the No. 6 Automotive Works started with a Zundapp KS500. But when the Soviets considered the Dnepr M-72 out of date, this influenced the Chinese to buy up the tooling and equipment and produce their own bikes. This is the birth of the Chang Jiang name around 1957. Bikes are little changed

since then.

Web site: <http://www.chang-jiang.com/>

Condor

Switzerland

Condor is based in Courfaivre, near the border of France and Germany and was once a leading motorcycle manufacturer in Switzerland.

The company started making bicycles in 1893. Founders were Eduard and Jules Scheffer. Responsible for the motorcycle side of the company was Otto Fricker, He produced his first motorcycle as early as 1901.

Condor used a number of different engines: in the beginning mainly Zedel, Motosacoche and Moser and later Villiers. In the later twenties and early thirties Condor was a very active competitor in races and many successes were recorded. The Second World War made production difficult.

After WW2, Condor had to start from scratch in 1945. Raw material was either not available or hard to get. They realised that they must develop new models. The best engines available in those days were the BMW and Zündapp boxer army models. Some were brought to Switzerland and studied very carefully.

The Swiss army required a boxer model, particularly with shaft drive. So Condor set about and designed such a bike. The engine seems to be inspired by BMW or Zündapp. The front fork looks similar to the Zündapp, as found on the K750. But the Condor A580 was a complete design from the Condor factory. The A stands for Army. The A750 was built with a sidecar.

The civilian version was not Condor's bestselling model. Because the bikes were built solidly and consequently expensive they did not sell successfully in markets outside of Switzerland. For example, in The Netherlands, there was no appointed Condor dealer and the Condor A580 was twice as expensive as a compatible BMW.

Today Condor is still a going concern, but has stopped manufacturing motorcycles, but now directs its energies on metal products.



Condor A580



Harley Davidson XA

Harley Davidson

USA.

Two flat twin produced by Harley Davidson were the W model (Sports Twin) between 1919 and 1923, and during the Second World War on request from the US Army, the XA model.

The W model was a north/south layout in line with the frame, and typical of the production period had the square shaped underslung fuel tank. But production of the bike wasn't up to expectations and after four years or so, the model was withdrawn. The cc rating was 584 (35.64cu in)

The XA was a faux BMW R71. Complete with Shaft drive. Shaft drive was a principal requirement by the army. The engine was 45 cu in (740 cc) 1,000 bikes were completed and tested by the army, and while the bike was extraordinary in that it featured a number of 'firsts'. The army had also approached Indian to develop a Moto Guzzi type engine and intended to compare the two against each other. But the army's 2x wheel transport never went any further. The Jeep came out of 'left field', and they won the contract.

Marusho

Japan

Marusho was a company that manufactured motorcycles from 1948 to 1967. The company's Lilac model motorcycle was recognized by the Society of Automotive Engineers of Japan, which include the 1950 Marusho Lilac ML as one of their Landmarks of Japanese Automotive Technology.

Masashi Itō started the company in Hamamatsu, Japan, in 1948 after being apprenticed with Soichiro Honda. The company produced shaft driven models like the Lilac, and showcased its technical prowess to the world in the Mount Asama Volcano Race, competing well against the likes of Honda, Meguro, Yamaha, and Suzuki. Masashi Itō died in 2005 at the age of 92.

Some examples of Marusho engines running can be heard on U-Tube video.

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Museum_434, CC BY-SA 2.0,

Link: <https://commons.wikimedia.org/w/index.php?curid=4353355>

Link: <https://en.wikipedia.org/wiki/Marusho>

(DKW)IFA/MZ 350cc two-stroke - shaft drive flat twin - 1952/1959. Ger

<http://twostrokehistoryplus.jigsy.com/dkw>



Velocette

UK

Velocette was a small, family-owned firm, and aimed their bikes at the discerning buyer. The engines were generally small in size and 2 stroke, but they built up a reputation for quality with their products.

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A Dash of Nash (Ogden Nash, that is.)

The cow is of the bovine ilk; one end is moo, the other milk.

Some debts are fun when you are acquiring them, but none are fun when you set about retiring them.

Oh, what a tangled web do parents weave when they think that their children are naive.

Progress might have been alright once, but it has gone on too long.



BM

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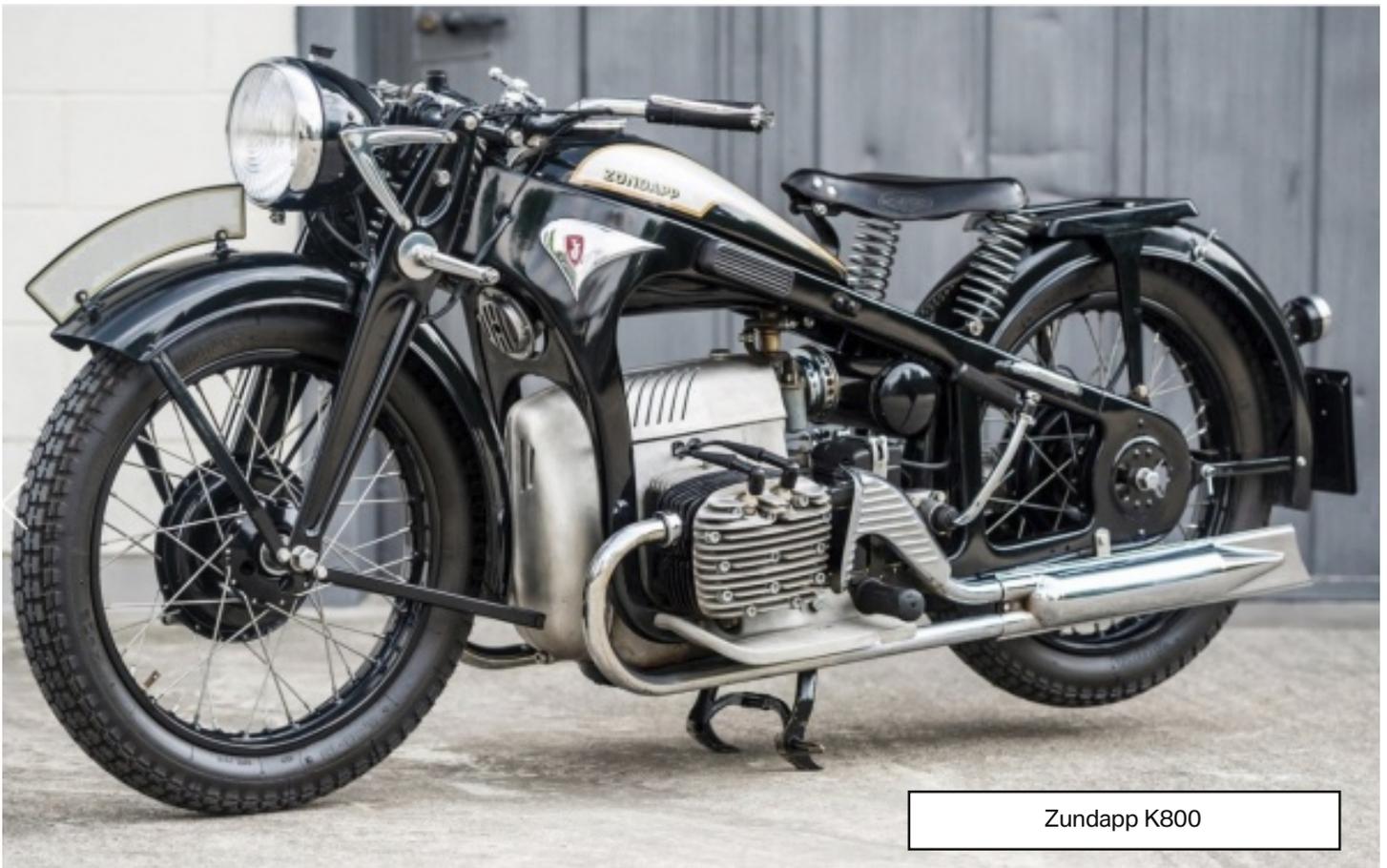
... continued from page 21

During the 1920's and the 1930's the mainstream bike production was the 'K' and 'M' series.

After the Second World War, in the late 1940's, Velocette looked for the market that included everybody male and female. The end result was a flat twin engine less than 200cc in size. The engine was identified as L.E. (Little Engine). The engine was installed in the LE series Marks 1, 2 and 3, and also the Valiant and the Vogue. The 'K' and 'M' models were still found on the racing circuits. A successful model introduced in 1965 was the 500cc single, the Thruxton.

The Velocette Valiant was produced by Velocette from 1957 to 1963. Launched at the 1956 Earl's Court Motorcycle Show, the Valiant had a 192 cc (11.7cu in) flat-twin engine.

The company closed in February, 1971.



Zündapp K800

Zündapp

Germany

Zündapp. (The word) derives from the Germany words Zünder (ignitor, fuze) and Apparatebau. (apparatus) It was founded in 1917 in Nuremberg by Fritz Neumeyer, together with the Friedrich Krupp Company and machine tool manufacturer Thiel.

Under the name "Zünder und Apparatebau G.m.b.H." it initially began work as Defence contractors but as the demand for weapons and parts declined after World War I, Neumeyer became the sole proprietor of the company.

The first Zündapp motorcycle was the model Z22 which appeared in 1921. This was the Motorrad für Jedermann ("motorcycle for everyone"), a simple, reliable design that was produced in large numbers. Zündapp's history of heavy motorcycles began in 1933 with the K-series. The "K" refers to the type of drivetrain that these models used, Kardanantrieb, (enclosed driveshaft). It was a major success, and consequently increased their market share in Germany from 5% in 1931 to 18% in 1937. The KS600, first released in 1938, had a 28 hp (21 kW) horizontally opposed twin cylinder motor with overhead valves displacing 597 cc (36.4 cu in). The KS600 was often coupled with a Steib sidecar. The BW38, fitted with 'Boot no. 1' sidecar body, was produced between 1938 and 1941 and supplied exclusively to the Wehrmacht. While the KS600 was discontinued and eventually replaced by the purpose-built KS750, its motor was to be the only remnant to live beyond the destruction from the war. Zündapp returned to motorcycle production in the late 1940s. It chose to reuse the KS600's motor to power the KS601 with a few modifications.

The Zündapp K800 had unit construction flat-four engines with shaft drive (a layout adopted by Honda for the Gold Wing in 1974)

and was the only 4-cylinder machine used by the German armed forces in World War II.

From 1936 to 1938 Zündapp produced the KKS500 model. This was the first Zündapp with foot gear change, and 170 examples were built. From 1940 onward Zündapp produced more than 18,000 units of the Zündapp KS750. This is a sidecar outfit with a driven side wheel and a locking differential, supplied to the German Wehrmacht.

After World War II the company transitioned to smaller machines, notably the "Bella" motor scooter. In 1951 Zündapp released the last of its heavy motorcycle models, but one of its most famous: The KS601 (the "Green Elephant") with a 598 cc two-cylinder engine. From 1957 to 1958.



In 1958 the company moved from Nuremberg to Munich. Subsequently, the company developed several new smaller models, discontinued the development of four-stroke engines and only produced two-stroke models. Zündapp experienced some success in motorsports with American rider Dave Ekins winning an overall victory at the 1967 Greenhorn Enduro aboard a 100cc Zündapp. Belgian rider André Malherbe rode a Zündapp to win the 125cc European motocross championships in 1973 and again in 1974. Initially, Zündapp scooters and mopeds sold well, but later sales declined and in 1984 the company went bankrupt and closed.

Epilogue: After the bankruptcy, the entire production line and intellectual properties was bought by Xunda Motor Co., Tianjin, China. They produced small Zündapp motorcycles from 1987 till the early 1990s. Zündapp is still in business, but makes Honda based 4-stroke motorcycles and electric mopeds.

Zündapp also had a technical collaboration with Royal Enfield (India) to build mopeds and motorcycles. A dedicated factory was built at Ranipet near Chennai in the early 1980s to manufacture small, lightweight two-stroke motorcycles to be offered along with their flagship Royal Enfield Bullet. Enfield launched two 50 cc motorcycles first, the step-thru Silver Plus and the 3-speed Explorer motorcycle. Later, 175 cc Enfield Fury (based on Zündapp KS175) was introduced as a performance motorcycle. It had 5-speed gearbox, a hydraulic Brembo disc brake and a sleeveless hard chromed cylinder barrel; all were a first for India, on a motorcycle.

EMW East Germany

This brand will be dealt as a separate article next month.

Midual France

Strictly not a horizontal twin opposed, it is worth a passing mention. The engine is unique in that the in-line (with the bike) is not quite horizontal but set at a 25degree angle to an even plain. This bike is one of the more exiting bikes of recent years to grace the world of motorcycling.

The French hand built machines made their revised debut (appropriately) at the Pebble Beach Concours d'Elegance, in 2014. The Midual is reputed to retail at 140,000 Euros (NZ\$ 240,500 around).

Some stats:	Midual	BMW S1000RR
Wheelbase:	1505mm	1438
Wt:	239kg	208 (Road ready)
Seat Height:	800mm	815mm
Comp. Ratio	12.0/1	13/1

If you want more including photos, Click here; <http://www.midual.com/midual-type-1/?lang=en>



Yes, I know about the VW flat engine motorcycle, (nice one too), but it is a 4 cyl engine.

To conclude, the 'Boxer' styled engine does not have the same popularity as it once had. With a propensity toward meeting emission standards and perpetual continuation to break new records, the twin opposed engine has probably reached its practical limits. – Who knows? Who knows what is around the technical and mechanical corner?

The author believes the list is exhaustive and would welcome feedback and additional information to the contrary.

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Owners and officials will be pleased to answer any questions you may have about the bikes. We do ask that you do not touch the motorcycles.

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Below: GS cockpit evolution. 1992 1000GS (Folker) and 2015 1200GS (Murray). (Rangitikei contribution)



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