

Member of the International Council of BMW Clubs

BMW Motorcycle Club
BMW Owners Register
of New Zealand



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July 2019

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NEWSLETTER



43
BRIDGE
903

TANGARAKAU RIVER
(MORGAN'S GRAVE)





A clone lacks the original's spirit.

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A handwritten signature in black ink that reads "John Baker". The signature is written in a cursive, flowing style. It is positioned below the text "Don't forget to ask about the John Baker special." and is underlined by a thin orange line.





bmwor.org.nz

Send editorial copy to:

The Editor
editor@bmwor.org.nz

All other correspondence to:

The Secretary
BMWOR of NZ
P O Box 109-245
Newmarket
AUCKLAND 1149
NEW ZEALAND

PRESIDENT

Garry Williams
03 312 8204 or 027 242 7799
president@bmwor.org.nz

VICE PRESIDENT

Grant Aislabie
021 989 303 or 09 529 0229
vicepresident@bmwor.org.nz

SECRETARY

David Ross
04 461 7078 or 027 645 8236
secretary@bmwor.org.nz

TREASURER

Robin Wood
021 724 859.
treasurer@bmwor.org.nz

MEMBERSHIP SECRETARY

Chris Souness
021 494 952
membership@bmwor.org.nz

MEMBER REPRESENTATIVE

Dale Grover
03 546 9771 or 027 297 1759
memberrep@bmwor.org.nz

BMWOR GEAR

Ian Sowden
regalia@bmwor.org.nz

AREA REPRESENTATIVES

NORTHLAND

Ian Macartney
027 281 0242
northland@bmwor.org.nz

AUCKLAND

Stephen Parkinson
021 989 092
auckland@bmwor.org.nz

WAIKATO

Paul Quilter
021 764 336
waikato@bmwor.org.nz

BAY OF PLENTY

Peter Lyner
07-548 0506
bayofplenty@bmwor.org.nz

TARANAKI

Ray Senior
06 7536044 or 021 479 231
taranaki@bmwor.org.nz

RANGITIKEI

Barry Petherick
06 368-2059
rangitikei@bmwor.org.nz

EAST COAST

Coordinator: John Wuts
06 844 4751
eastcoast@bmwor.org.nz

Ride Master: Xan Harding
(027) 612 7927
xan.harding@xtra.co.nz

WAIRARAPA & WELLINGTON

Peter Nash
04 232 4962
wellington@bmwor.org.nz

NELSON - INCLUDING MARLBOROUGH

Kevin Hewitt
022 632 0025
nelson@bmwor.org.nz

CANTERBURY

Julie Hyde
027 465 6626 or 03 312 5395
canterbury@bmwor.org.nz

OTAGO AND SOUTHLAND

Andy Hutcheon
027 464 3230
otagosouthland@bmwor.org.nz

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.

From the Editor's desk.

Apologies for the lateness of the July newsletter. I had a berevement in the family which involved the estate.

This is my last newsletter. I am retiring from the position of editor. I have enjoyed the appointment but is now time to stand down. Thank you to all the members who have contributed over the time: Without these articles and stories the newsletter would not exist.

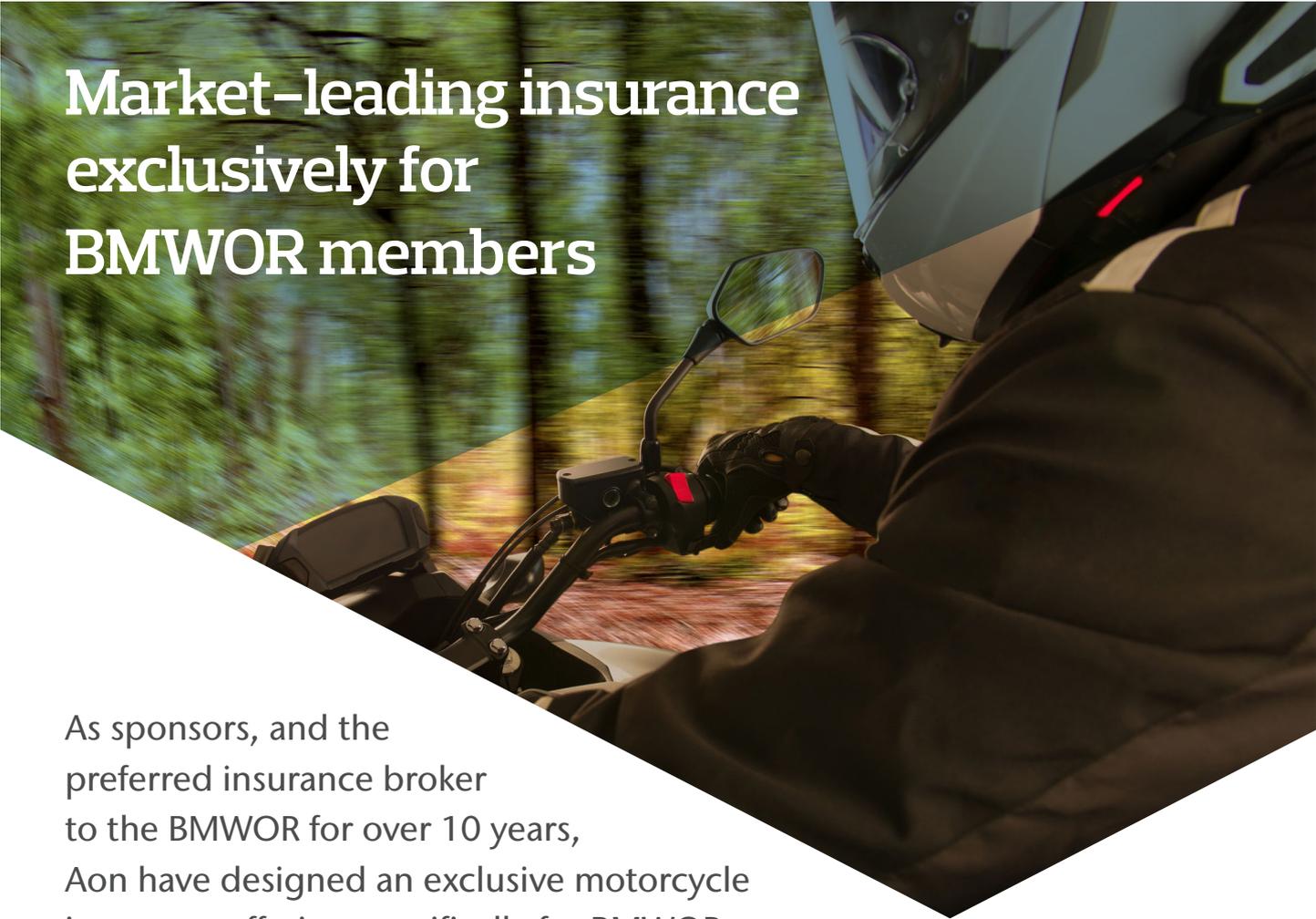
Dave Morris



Cover

State Highwa 43. Surveyor Johsua Morgan's grave is located 200 meters from the road. See page 7 & 8 for story.

Photo; Dave Morris



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President's Podium

A week or so out from the shortest day and it's been cold down our way. You sure would have noticed if you went to the 39th Brass Monkey Rally at Oturehua in Central Otago. From the social media posts I've seen it appears to have been another great adventure for many of our members with snow, ice, locked gates in the passes and sub-zero temperatures being the main ingredients. If you made the trip without coming unglued, good on you!

It's not been too bad around North Canterbury with only a light dusting of snow at our place earlier in the month. When it rains though, it does it properly! We'd planned a ride over the Okuku Pass and through Lees Valley with the Avon City Motorcycles crew on the first Sunday of June. Sadly, it rained all day Saturday resulting in the Okuku River running around 30 m³/s up at Fox Creek so that was never going to happen. What that meant is I haven't had the bike out for nearly three weeks, not like me at all.

The Board bought our Area Reps together for a weekend in Wellington recently. It was great to see all areas represented, including Scott Mills from Taranaki standing in for Ray Senior while he's overseas and Xan Harding coming down to represent the East Coast. What a great bunch of people! The focus of our discussion and workshops was on our 2019-2021 three-year plan and how and what we'll all be doing to contribute to successfully delivering on the club's objectives. Part of the weekend's discussion was around our sustainability as a club and also around sustainability at a broader level, especially where there are impacts on motorcycling as a recreational activity.

Given a global recognition that climate change is a real threat, New Zealand being a signatory to the United Nation's Sustainable Development Goals, and the likely passage of the Climate Change Response (Zero Carbon) Amendment Bill into New Zealand law soon, there are things we could or will have to be doing as a club and individual members to play our part in an environmentally responsible future. Fortunately, we're already on a very good footing being aligned with a marque that takes sustainability seriously, and one that has been continuously increasing the efficiency of combustion engines for many years. My thanks to Xan for presenting on this topic and generating some really good discussion on the practical things we might do to give effect to a zero-carbon target in the first instance. There are also some real benefits around raising our profile as a club that takes its environmental responsibilities seriously.

Our guest on Sunday was Carey Griffiths, the current New Zealand National President of the Institute of Advanced Motorists (IAM) and Manager Regulatory Practice at WorkSafe New Zealand. Carey previously sat on the Motorcycle Safety Advisory Council (MSAC), was Senior Injury Prevention Programme Manager for Motorcyclists with ACC and came from a regional manager's role within the New Zealand Transport Agency where he also held the portfolio for motorcycle safety. Before that he spent nearly 30 years with police, a decade of which was in road policing, including over two years as National Manager: Road Policing. Carey holds an IAM advanced rider certificate as well as being a qualified observer and mentor. What I'm hinting at here is that Carey is a road safety expert with many years of experience.

Carey provided some great insights into IAM's role in advanced rider training, which is based on a planned system of riding taught to Police riders, both in the UK and NZ. It applies equally to all motorcyclists from scooters through to large capacity sport bikes. We talked quite a lot about the synergy between our respective organisation's objectives around rider safety resulting in a commitment to work more closely together.

One of the things we are looking to implement as a first step in the relationship is the ability to fast track club members through to observer status with IAM. We already have a number of members who are also IAM members and have completed, or are working toward, certification and becoming an observer. I'd encourage you to have a think about doing the same. The Board will be taking a look at the viability of subsidising the cost associated with undertaking a first assessment after joining IAM.

The conversation was that good, we kept Carey back after lunch to talk a bit more about road safety in general and his views on some of the things people are currently talking about (lower speed limits, safety barriers, spend on road engineering, etc.) Carey has a great way of busting many of the myths around road safety, particularly from a motorcycling perspective.

Kevin Hewitt updated us on the planning for our 2020 Annual Rally and promised an awesome weekend in Blenheim. The registration form was published last month, with one entry already in. If you're planning on coming and haven't booked accommodation I suggest you get onto that quick smart, there's not much left in town.

Stephen Parkinson enlightened us around his plans for the club's representation at this year's New Zealand Motorcycle show on the weekend of 14/15 September at the ASB Showground in Auckland. When it all comes together I'm pretty confident it'll go down as one of those moments in history that people talk about for a very long time!

The date for the SI RAG Rally has been set for the weekend of 16/17 November, unfortunately this is also Canterbury Show weekend, which may disappoint a few people, but it's the only date the organisers could secure the venue. This year we're congregating at the Borland Lodge, an unpretentious rural resort just off the Southern Scenic Route, between Lake Manapouri and Lake Monowai. Accommodation is in straightforward cabins, plus there's communal kitchens & dining areas. The lodge actually began life as the Pig Creek Hostel providing accommodation for the power project workers. Registration details will be out soon with more detail on what the weekend involves.

The area rep weekend reinforced my view that the ability of people with different skills and perspectives to work willingly together for the betterment of all is a powerful thing. Ultimately, our common objective is to provide the most opportunity for members to participate in rides or social events on a regular basis irrespective of where they live. If you think things could or should be different in your Area, talk to your Area Rep about how you can help out.

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

Garry

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

2019 Distance Rides: Details here: <http://www.distanceriders.org.nz/the-1000km-cruise-the-1kc.html>

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

National BMWOR Events

January 2020 Annual Rally/AGM. Malborough. See page

Northland

Check Club web site or contact Area Rep.

Auckland

Thursday ride July 4th. This event happens every Thursday. Meet at The Garage 57 Barrys Point Road Takapuna 10am. Because this is a weekly event it's a very good idea to hook your-self up with the BMW Motorcycle Club – New Zealand Group Facebook page as various factors can affect things week to week.

Sunday July 7th. Lime Tree Café 730 Whitford Road (access down Whitford Wharf Road). Make your own way there for 10.00am.

Monday July 8th. Vintage and Veteran Clubrooms 39 Fairfax Ave Penrose 7.30pm. What's riding Patagonia like?

Sunday 21st July. Destination Otorohanga. Meet BP Service Centre (Autobarn) Sth M/way between Papakura and Drury off ramps 9.00am for 9.30 departure.

Sunday August 4th. Café run. Swanson Station Café 760 Swanson Road. Make your own way there for 10am.

Monday August 12th Monthly meeting. Details TBA.

Sunday August 18th. Monthly ride. Destination Waipu Cove or maybe Ruakaka. Meet Starbucks Westgate just off exit 19A North Western M/way. The Westgate shopping centre is obvious on your left. 9.00am for a 9.30 departure.

Waikato

Regular monthly dinner meeting held on the third Thursday of every month, 6.30pm at;

Café Oasis
35 Duke St
Cambridge

Bay of Plenty

Check Club web site or contact Area Rep.

Taranaki

Check Club web site or contact Area Rep.

Rangitikei

Sunday April 28th. Brunch.

Sunday May 12th. Ride to Pongaroa. Details to follow.

East Coast

Check Club web site or contact Area Rep.

Wairarapa/Wellington

Refer to the Facebook Page under 'Events' and the Monthly Email for more detail or contact the Area Rep.

Link: <https://www.facebook.com/pg/bmwmcnz/events/>

Nelson

11th/12th May Check Club web site or contact Area Rep.

Canterbury

Check Club web site or contact Area Rep.

Otago/Southland

Check Club web site or contact Area Rep.



Area Reports

Auckland

The north Coromandel loop never disappoints and our May ride was a reminder of this. Our group split at the junction with four adventure bikes taking the Tapu Coroglen option and the remainder staying on seal. The best word to describe the Tapu Coroglen road that day would be slushy, the wheel tracks offered up good traction but between them lay some surface which didn't. Any failure to pay attention got rewarded with a little more adventure than planned on. Patchy localised weather saw the adventure riders stay dry but the road riders pretty much got rained on between the junction and our lunch stop at the Coroglen Tavern. Lunch was a relaxed but lengthy affair; I think the kitchen was probably coping until we turned up en masse. As we were preparing to leave a Vstrom carrying full luggage and a tourist turned up. In conversation he revealed that this was the first day of his New Zealand tour, he had never ridden an adventure bike in his life and where he came from there were only three corners. Suffice to say that May 19th was a big day out for that boy. Following lunch our adventure types split from the road riders again and opted for the 309. The road was in really good condition with the main hazard being some special driving demonstrations by other road users. Once back on the main road it was then just a case of finding a café where we could lay in wait for the road riders to show up. All in all, a great day out but everyone is a little over riding into the sun anytime home happens to be north at the moment.

Queen's Birthday weekend up the front of June meant that our cafe run was deferred until the following weekend which coincided with the Area Reps meeting in Wellington. It's a challenge to write anything about an event I wasn't present at and I understand that Folker made an appearance so I'm sorry I missed that.

Our monthly meeting was definitely affected by the sheer number of unwell people out there but our reduced numbers chowed down on South American themed eats as we learned a bit about riding through Chile.

Until next time

Stephen

East Coast

On Tuesday 28 May a group of 16 BMWOR'er enjoyed a wonderful meal at Café de Laos in Ahuriri. They were from left to right: Folker, Les, Xan, Robert, Carole, Ali, Walter, Pam, Leonie, Stella, Marie, John, Norm, Robyn, Warren and myself. (Picture below.)
John

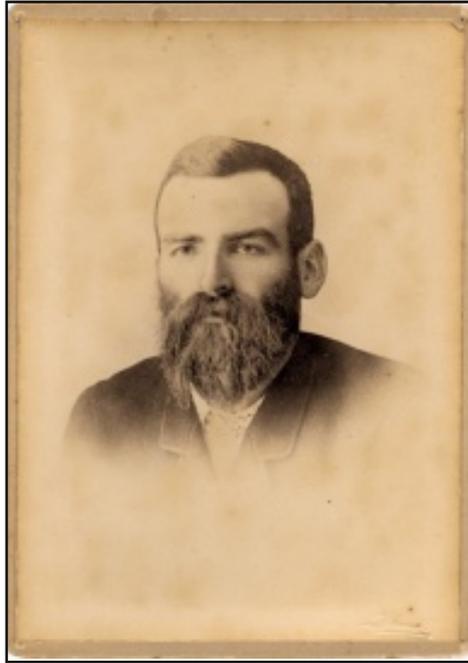


Introduction to the Joshua Morgan story. (Overleaf)

Many of us have ridden the Forgotten World Highway: It is a must for any motorcycle rider who loves the long haul. State Highway 43 stretches from Stratford, Taranaki to Taumarunui in the southern King Country, a distance of some 153 kilometres. There are at least three saddles to cross on an almost totally sealed road. Topping up the fuel tank is a must at Stratford or Taumarunui. Expect no re-fuelling on the trip. IF you have to, you may get some if you beg at Whangamomona. - If they have some! If your trip is leisurely, there are a number of accommodation places to stay. The hotel at Whangamomona is an obvious place. But there are other places including roads that take you off SH43. Bushlands is a short trip off SH43, north of Whangamomona. One place to visit – and it does not take long if time is an issue, is the grave site of a pioneer surveyor Joshua Morgan. It is a poignant reminder of the frailties of life, particularly in isolated bush many miles from anywhere.

Many of us must have stopped and visited the site; many may have not. Here is the story and the man of Joshua Morgan:

Joshua Morgan: Surveyor of the Forgotten World Highway by Rhonda Bartle



Joshua Morgan (about 1880s). Hanna. Collection of Puke Ariki (PHO2018-0095).

Joshua Morgan's life was ruled by inconstant weather. In almost every entry in his diaries of 1892 and early 1893, he puts the weather first:

- "21 Feb, 1893 Wind NW. Light showers. All the men, accompanied by G.F.R. and Mr Holdsworth, went to Putiki for a load of food.
- 22 Feb, 1893 Wind NE. Finished observing up to camp.
- 23 Feb, 1893 Wind NE. Light Showers. Clarry went to Tahoraparoa for a load of apples and did not get back before dark.
- 24 Feb, 1893 Showery. Blowing hard. The men split about 90 pegs."

But such plain, economical notes hardly do Morgan justice. The first European to cross Te Urewera ranges, he had been an eyewitness to the Tarawera eruption of 1886. He spoke fluent Māori and often lapsed into the language in his writing. And he could turn his hands to most things, including building a home for wife Annie on their Kaimata South Road, Inglewood property. His diaries show a well organised builder and husband:

"The estimated cost of things required to finish off the house –

- | | |
|-------------------------------|-----------|
| • Corrugated iron for veranda | 8 sheets |
| • For wash house | 10 sheets |
| • Total cost | 2.11.0 |
| • Bath | 2.00.0 |
| • Tank | 2.12.0 |

Chest of drawers and washstand plus furniture for front room = a total of 25.10.0"

After daughter Edith Leila was born in 1891, Morgan decided to give up surveying and stay on the farm. But chief surveyor for Taranaki, Sydney Weetman, knew an eastern road was essential to link Stratford to Taumarunui. A local road surveyor, Mr G.T. Robinson, personally recommended Morgan for the job.

The plan was to start at the Pohokura Saddle and work north, eventually connecting with another survey group coming south. But at Tāngarākau, it proved impossible to get a line over the Pakaru Range. The area was so remote that supplies were brought in from Urenui over the old Māori track.

Morgan worked wet and dry and took great interest in his work. His employers were soon so impressed that they increased his wages by 2/- a week.

A last trip home

Morgan made it home for his little girl's first birthday party around Christmas 1892, and after a bout of influenza went back to his survey party. On Friday, February 24, 1893, he was struck down by violent stomach cramps which he thought might have been due to green apples he had eaten. Nothing seemed to help, not even the hot poultices applied to his abdomen to ease the pain. Comrades Laing and Telfer hurried out to Urenui and three days later brought back medicine from Dr Leatham but this had no effect. Another from the survey party, a man called Thompson, set out again.

Dead at 35

Deep in the bush, Morgan knew he was dying. He willed the farm to Annie before lapsing into delirium and feverishly mumbling his last words in the Māori he knew so well. Thompson, on his way back, met up with Laing and Willison who carried the terrible news that Joshua Morgan had died of suspected peritonitis on March 3, 1893 aged 35. The three men walked out of the bush and returned with Constable C.G. Bleasel who helped them bury Morgan where he had died, at the junction of the Paparata Stream and the Tāngarākau River. His loss was keenly felt. Leila was just 15 months old. Annie never remarried and waited 60 years to lie with her husband again when her ashes were placed on his grave.

The road opens

Using the line that Morgan marked, the road to Whangamōmona was opened in 1895, though some of the first users had to walk through 72 kilometres of mud. In the same year, the county took over the finished part of the road as far as Douglas. To stop it being ruined by wagon wheels, they banned all bullocks between May and September. They also stipulated tyre widths for drays, carts and wagons for the rest of the year and the surface was laid with shell rock which made "a splendid road".

A clever solution

Because of a lack of metal, the road over the Whangamōmona Saddle that Morgan had recommended a tunnel for was sealed with baked papa. Blocks of blue papa, 30 centimetres by 15cm by 15cm, were built into kilns with a square opening left for firewood. The outside was plastered with mud and the fire left to burn for two days. After four more days to cool, the inside blocks were taken out and broken up for road material and the outer blocks left for repeat firings. This formed the pink surface that can still be seen today. Though it was an expensive business, it was far cheaper than a tunnel which would have by-passed the Whangamōmona township. The kilns were used for the next 10 years, usually fired in summer when wood was plentiful and dry.

Make way for the horse and coach!

By Christmas 1897 a coach ran from Stratford to Whangamōmona for a fare of 14 shillings, though travellers were still expected to walk over the three steepest saddles. Tools, wire and rope were carted as emergency equipment. According to local legend, driver Jack Hewer was something of a fancy dresser and he and his horses were unusually smartly groomed - at least they were when they left Stratford, but by the time they made it to Whangamōmona, the potholes and bogs had changed that!

In 1924 the road became Highway 40 and then Highway 43. By 1931 it was metalled and by World War Two it was sealed. The gap between the saddle and Douglas was completed in 1948, bringing the seal from Stratford to the western foot of Strathmore Saddle.

The Forgotten World Highway

The road that Morgan marked is now called The Forgotten World Highway and covers 150 kilometres from Stratford to Taumarunui. On average it takes around three hours to drive it and at least three days to see all its features.

Joshua Morgan's grave lies next to the Tāngarākau Stream. Many feel it's a memorial to all the hard working men who forged trails through inhospitable blocks of back country. Near it stands a theodolite, similar to one Morgan used. Iron and tōtara pegs used by his surveying party can still be found today. The Crest of the Stratford County Council reads, 'Nulla dies sine linea.' (Never a day without a line) because at one time surveyed road lines opened up land on almost on a daily basis.

Bibliography

Church, I. (1990). The Stratford Inheritance: A History of Stratford and Whangamomona Counties. Stratford, Heritage Press.

Link: <https://terangiaoaonunui.pukeariki.com/all-stories/taranaki-stories/joshua-morgan-surveyor-of-the-forgotten-world-highway/>

Reproduced with kind permission of Puke Ariki.



Tangarakau Gorge, a road bridge and grave site.

Date: Between 1915 and 1916. Ref: APG-0607-1/2-G

Tangarakau Gorge road, surrounded by native bush. A bridge crosses the river, and an unidentified man is standing by a grave beside the road. The grave is that of Joshua Morgan (1858-1893), who died while making a survey for building the road. Photographed by Albert Percy Godber between 1915 and 1916. Dated from other images in the Godber Album at PA1-o-195.

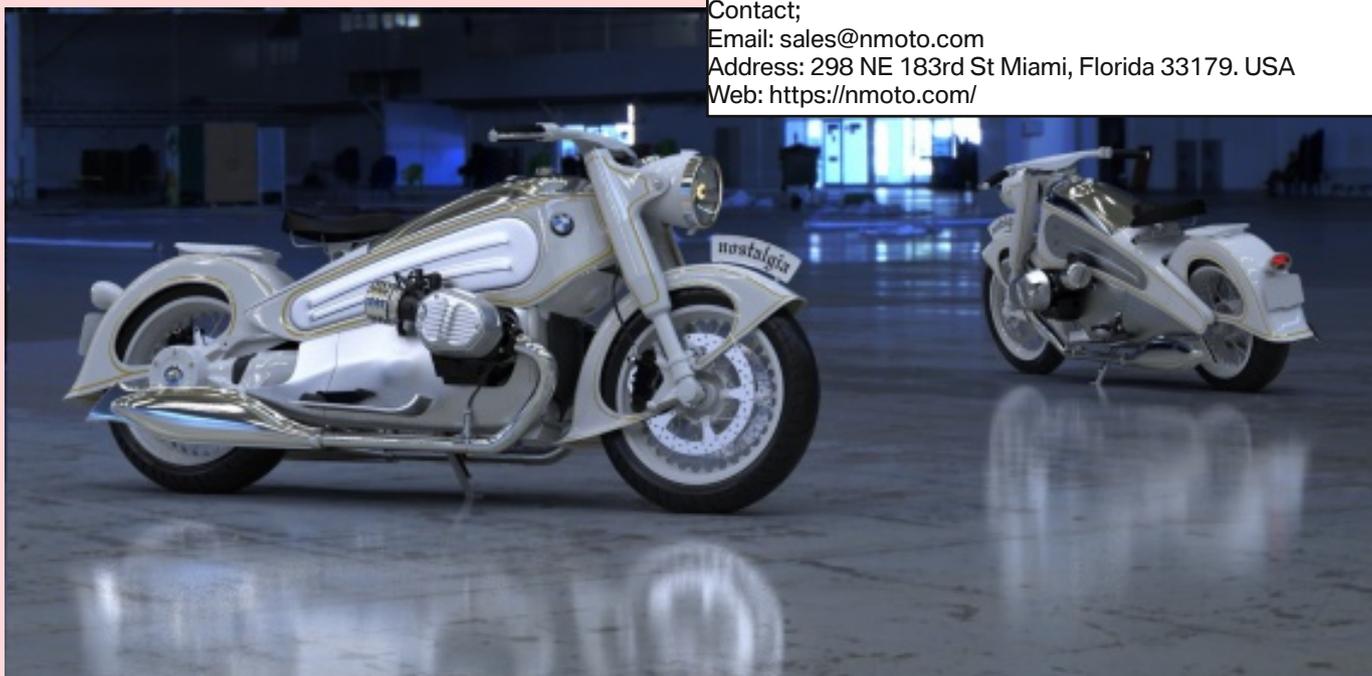
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<https://natlib.govt.nz/records/23245612?search%5Bpath%5D=items&search%5Btext%5D=Tangarakau+Gorge>



A chance to buy an R7!

NMOTO is an engineering company in the States and have re-created the extraordinary 1934 prototype R7 BMW motorcycle. The engine used is the 1200cc R 9 T
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Web: <https://nmoto.com/>



NOSTALGIA MOTORCYCLE

ART DECO TREASURE

The Nostalgia project is a one-of-a-kind endeavour to capture the ambition of the BMW R7. With the comfortable suspension and unique steering mechanisms encased in a canonical design inspired by the BMW R7 pre-war prototype, the Nostalgia motorcycle gives enthusiasts a slice of the past without sacrificing performance or rider experience.

THE ART OF CRAFTSMANSHIP

MODERN CLASSIC

The core of the Nostalgia Project is a BMW R Nine T, outfitted with 96 handcrafted pieces. This includes over 11 premium parts from reputable aftermarket companies. Primarily constructed of aluminium, the Nostalgia motorcycles are lighter than a stock R Nine T and the original 1934 prototype. Modern technology also provides more power and manoeuvrability.

BMW R7

The first and only BMW R7 prototype is introduced. Shortly after, the project was closed and the R7 never saw mass production. The prototype was dismantled and stored for over 70 years, along with its blueprints.

Unveiled in 1934, the BMW R7 was a motorcycle ahead of its time both conceptually and practically. Despite the futuristic appeal of its sleek design, the R7's high manufacturing costs kept it from ever seeing mass production. It wasn't until 2005, when the original prototype was uncovered and showcased at Pebble Beach that the world truly came to appreciate this innovative design. Valued at over \$1 million, this original R7 is the stuff of collectors' and motorcycle enthusiasts' dreams.

Among those to appreciate the BMW R7 was team at NMOTO. Taking inspiration from the past, NMOTO then launched the Nostalgia Project, an ambitious and successful attempt to join old designs with current technology. By utilizing modern materials and traditional manufacturing methods, NMOTO was able to create a lighter and more powerful final product.



Ten Years, Half a Million km (on BMW F800GS's)

(Opinion piece by a bike madman)



I am regularly asked "how can you do that many kms in a year?" I will explain here.

I am very lucky that work and recreation involve my bike. Every day I mount up and enjoy the ride, whether it be riding to Burt Munro down south or to a BMW rally in Raglan, or down the road to chase the neighbour's sheep. The kilometres add up as I go off to work with a chainsaw, or fencing gear or a portable sheep shearing unit strapped on the back. Of course, I take the long way home and rack up some more kilometres.



Over the years I have realised there are two types of motorcyclists; those that want to ride and those that do. The riders will jump on to go for a ride no matter the weather (good gear is very important). The others look at the weather then give it another polish and take it off the road for the winter.

Critical pointers

Bike must be reliable, no matter what the brand...of course it should be a BMW but I am biased.

Regular servicing is essential...every 5000km for mine with constant dust, mud and dirt, air cleaner, chain, clutch cables and oil at a minimum. Not being in any way DIY my wife thinks we are part owners of the local dealership.

Best fit for me is BMW 800GS as it works on the farm or road, is comfortable on long trips but still manoeuvrable when shifting sheep or cattle down a muddy track.

On my last BMW I rode over 200,000 km in 3.5 years plus another 16,000 on rented bikes in USA/Canada and Romania (BMW 800GS obviously). Patagonia beckons and there's lots of riding to do in Australia. Renting saves the kilometres on my bike and I would go into withdrawal without a bike were I to ship my own off shore to make the trips.

Most of all two wheels is always better. Enjoy riding, experience the day and the kilometres will come by themselves.

Footnote: My first BMW was a F650 Funduro purchased in 1995 from Hornby Yamaha BMW (Neville & Robin Hampton). I have since owned a F650 ST, 2 F650 Dakars, 2 F800 GS, 3 F800GSAs (not all at once).

- GH



The Journey to Gravel

Over the past few Annual Rallies, and at Cromwell in particular, I noted that the numbers of road bikes were dwindling and those of the GS variety were increasing. It became so obvious that it prompted the question... what are we missing out on?

Then during our tour of the South Island on our big 1200 road bikes we continually came across gravel roads that led to points of interest. Some we negotiated, others were deemed too risky for us on our heavily laden big bikes. Dropping my 280kg K1200RS with its newly re-painted shiny fairings was not on my "To Do" list.

So, we started to look at GS bikes. I couldn't even touch the ground on the big GSA, so that was not an option, the F800GS was also too tall for me to feel comfortable. That brought us down to the F700GS and its newer F750GS variant. At \$24k the latter was at the very top end of the available budget, and that would get us just one bike, which meant that Joy would be forced to go pillion despite what she might prefer.

It was at this point in the deliberations that the article by Jo Buckner appeared in the Club Magazine. That got me thinking... what about the "Baby GS" ?

So started my research into this new addition to the range, and after initial concerns about the Indian source and its obvious "less serious" suspension, I found the articles by Jenny Morris on the Adventure Rider site.

Some quick calculations indicated that we might be able to get two brand new G310GS bikes plus the Rally Raid upgrades for around the price of a single F750GS.

We started the search and ended up buying one used bike that was just a few months old with only 1500 kms on the clock and another brand new bike. We then ordered the Stage 1 Rally raid kits and waited, and waited, for over 3 months before they could supply us. Finally, the parts arrived, in several shipments spread a few weeks apart, just to keep us nervous and wondering if we would ever get the complete list of bits.

So started the project. I first set about fitting the "easy bits" – such as the rear luggage carrier and the side luggage racks.

These were quite simple to fit, with the only possible issue being that the pillion footpegs need to be removed as the forward attachment point of the side racks is the footpeg mount. This means that you will possibly get rejected at WOF time for not having rear footpegs. The solution that I found was a used pair of Kawasaki pegs that will be quickly mounted onto the side carriers at WOF time.

Next was the engine bash plate. This is a substantial piece that does not mount to the engine casings as does the OEM and most others, but mounts to the unused centre stand frame mounting at the rear of the engine.

The easy bits were done, so next it was the front forks. The instructions were a little deficient in that they missed out a few steps, some of which were pretty obvious, like removing the brake calipers. Removing the standard spring and replacing it with a longer one that is stiffer was



not as hard as I had expected. The trickiest part was compressing the spring to get the retaining collar in place. The instructions were adequate for this part of the job and watching the YouTube video of Jenny doing this job in the USA prior to her ride over the Trans America Trail also helped a lot.

After tackling the front forks it was time to replace the rear shock, and this went very smoothly.

The new spoked wheels had been fitted with Michelin Annakee Wild tyres, so the newly shod Rally Raid rims went on and we had the matching gold on forks and rims.

That left just one part of the kit to do, and this was actually the trickiest. The new Renthall FatBars and the Barkbusters to protect the levers. The existing clutch and brake levers had to be cut shorter, which alarmed Mrs Q, but was no big deal as they are too long as standard anyway and need to be shorter to fit inside the barkbusters.

I was a little less enthusiastic about having to drill locating holes into the new bars for the switchblocks, so a lot of umming and arring went on. Finally some dabs of nail polish on the pins of the blocks when placed in their required positions gave me the exact place to drill the holes. Each bike has slightly different control positioning as they are set up for our personal preferences, an advantage of retrofitting new bars.

The first test ride was out through long gravel sections south of Kawhia harbour. The new suspension is much firmer and does not bottom out over potholes and big ridges like the standard ones did. The improvements are quite noticeable and all beneficial.

The first fully kitted outing to meet the Auckland group at PioPio.

The end result is that we have two bikes that are quite light, being around the 170kg mark, so we can easily pick them up even when fully loaded. They are very nimble and the suspension is markedly improved in every respect. The budget did get blown a little, we ended up at just under \$27k, but that is for 2 fully kitted bikes, so OK in the big picture.

“Testing” of the barkbusters has proven that they are worth the money with no levers broken despite some pretty decent scars on them.

Next spring we will do some long camping weekends and report on our findings in actual usage when fully loaded with all our camping gear. We are looking forward to seeing the roads less travelled and getting to grips with the off road performance of the bikes whilst seeing the back blocks. PQ



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More of Rally Raid



BMW Motorrad Vision DC Roadster.

The electrical awakening of the boxer engine.

For more than 90 years, the 2-cylinder boxer engine has been a key element of the BMW Motorrad identity, in both technological and visual terms. But as the BMW Group consistently pursues electrification, the question arises as to what a BMW motorcycle might look like that is electrically powered? And how would it reveal itself at first sight to be a BMW? One possible answer to these questions is provided by the BMW Motorrad Vision DC Roadster, a highly emotional naked bike with electric drive.

Replacing what would previously have been the engine, there is now a vertically fitted, longitudinally oriented battery. For cooling purposes, two side elements protrude with cooling ribs and integrated ventilators. As in the boxer engine of the BMW R 32 – the development of which was masterminded by Max Friz in 1923 – the cooling elements are placed in the air stream.

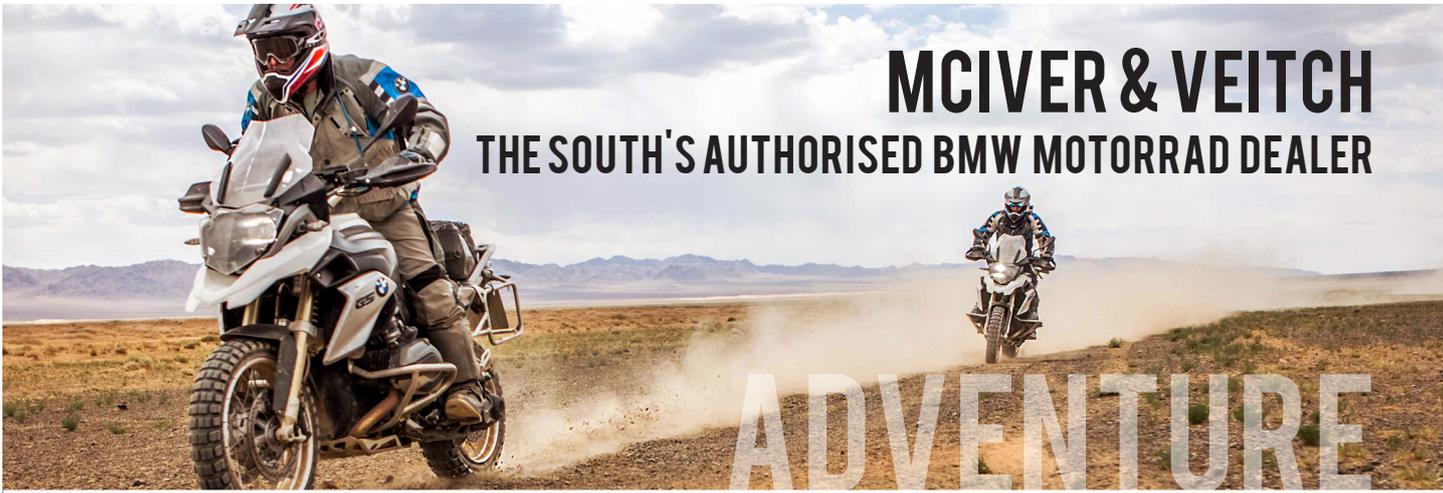
The cylinder-shaped electric motor is positioned underneath the battery and is directly connected to the universal shaft. The BMW Motorrad Vision DC Roadster thus demonstrates a clever drive architecture that visually echoes the history of BMW Motorrad.

You will find press material on BMW motorcycles and BMW Motorrad rider equipment in the BMW Group PressClub at www.press.bmwgroup.com.

Link:

file:///C:/Users/User/Documents/A%20Newsletter/1_Current/7_Jul/July/BMW%20Motorrad%20Vision%20DC%20Roadster..html/BMW%20Motorrad%20Vision%20DC%20Roadster.html



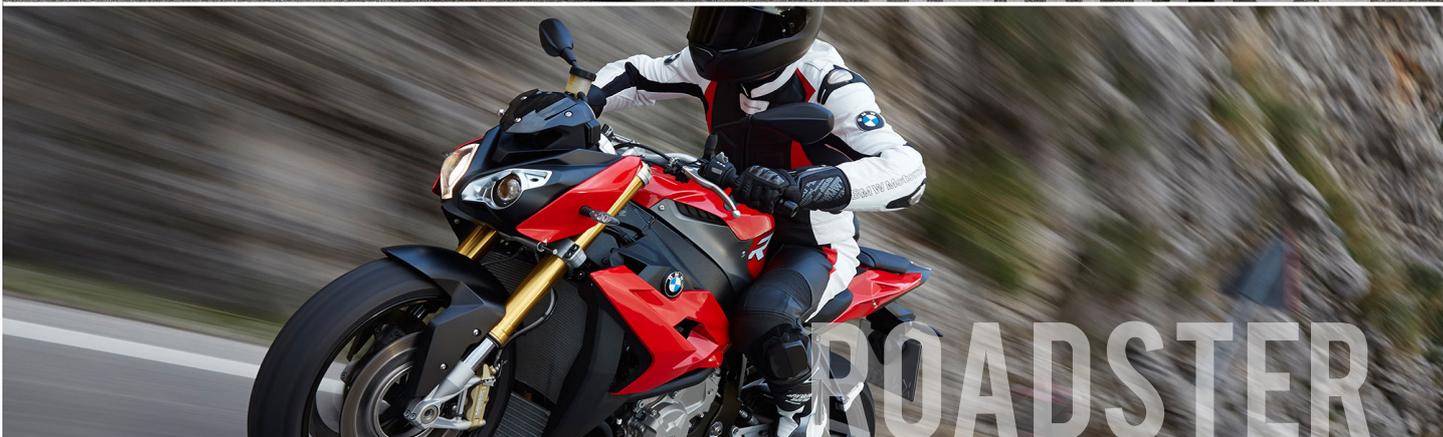


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R18 Concept

It's the world premiere that the custom scene has been eagerly awaiting – a BMW Motorrad custom concept featuring a new prototype flat-twin engine – the highest capacity boxer motorcycle ever produced. Simply christened 'Concept R 18', this pure, stripped-down, raked-out bike gives more than a hint of what's coming our way in the cruiser segment. The concept cruiser steals the show at the Concorso.

It has become something of a tradition for BMW Motorrad to present breathtaking design studies in Italy every May at the Concorso d'Eleganza Villa d'Este event on the shores of Lake Como. Visitors to the world's most exclusive 'beauty contest' for historic cars and motorcycles have witnessed some outstanding two-wheeled contributions from BMW Motorrad's design department in recent years. These have included the Concept Ninety homage to the original R 90 S, the Concept 101 six-cylinder 'bagger' and the R 5 Hommage – a tribute to the original and iconic 1936 model.

Fans of the burgeoning cruiser segment have noted with significant interest two fascinating custom bikes recently unveiled by reputable builders in Japan and the USA that have both featured prototypes of BMW Motorrad's big boxer engine. The builders – CUSTOM WORKS ZON and Revival Cycles – were each given free rein for their own interpretations of how a large-capacity boxer custom bike could look, and the stunning results witnessed in the 'Departed' and 'Birdcage' models that followed have begged the question among enthusiasts in the scene – how might a genuine BMW Motorrad 'hand-built' machine look and sound?

Well, the wait is over, and judging by the enthusiastic reaction of the visitors who saw (and heard!) it unveiled at the 90th anniversary 'Concorso' celebratory event, the Concept R 18 is set to win the hearts and souls of many fans worldwide, for whom heritage and history are important factors – even in a modern interpretation of a cruiser. Equally exciting is the fact that BMW Motorrad will be presenting a series production cruiser motorcycle powered by the 'big boxer' engine during 2020. If it looks and performs anything like the Concept R 18, then custom bike fans are in for a treat.

Feast your eyes on the Concept R 18 and it's clear that a desire to make a true, pure-emotion, hand-built, custom bike has taken the designers deep into the brand's past for inspiration. Without a doubt these talented enthusiasts – many of whom 'chop' bikes in their spare time – have certainly made good on the promise initially shown with the unveiling of the R 5 Hommage in 2016, exactly 80 years after the legendary sports boxer made its debut. For this segment though you need a big motor, so if the 500cc unit of the original R 5 doesn't cut it (by modern standards) then the biggest motorcycle boxer engine of all time certainly does.

Reduced to only the absolute, pure essentials.

Clearly an exciting bridge between the aforementioned 'homage' bike and the forthcoming series production motorcycle, the Concept R 18 has presence, attitude and promise in equal measures. The undoubted focus is the huge boxer engine – physically much larger in size than the 500cc version used in the homage showbike, and designed to make a real statement. The characterful spoked wheels have been chosen (21" front and 19" rear) to match the considerable proportions and the overall stance of this latest showbike exudes attitude and presence. The modified front end and fishtail exhaust contribute to its custom, hand-made feel.

Low and long, raked out and understated, the Concept R 18 is a thing of beauty, with its polished aluminium cylinder covers, subtle colour treatment to the motor, teardrop tank and fork, and areas of pin-striping with golden yellow effect in the deep, layered paint treatment. There are only three metal surface treatments used – either blasted, painted or polished – in order to give a clean, authentic atmosphere around the bike, while the iconic Metzeler-branded RILLE tyres have a custom-made tread pattern and special colour treatment on the sidewalls. Anyone familiar with BMW bikes from the '50s will recognise the Pagusa-style seat, with embossed logo and hammered area on the leather.

Uncomplicated riding that feeds your soul.

Open shaft-drive, cantilever rear suspension, a twin-Solex carburetor from a BMW 2002 car, a 1950s Bosch-inspired LED headlight mounted between the fork legs, no visible switchgear – the list goes on and a walk around the Concept R 18 (as the motor's plaque proudly states) throws up many surprises. For sure, it's the continuation of a story that started with the R 5 Hommage but what is most exciting is where this story is leading us now – not down the high-technology road, but in a more individual, authentic, and, dare we say it, emotional direction. Time to slow down and look at the view?

Link:

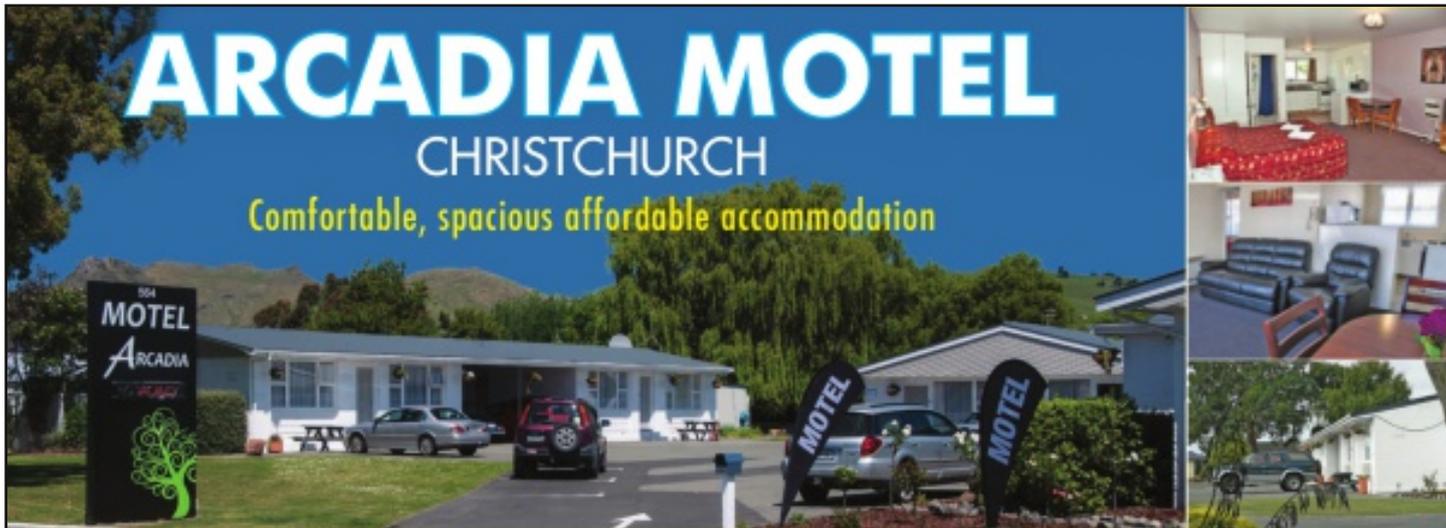
<https://www.bmw-motorrad.com/en/experience/stories/heritage/conceptr18.html>



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Marlborough 2020 Annual Rally & AGM

24th – 27th January 2020

Marlborough Convention Centre, 42a Alfred Street, Blenheim

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(a group of us are already booked in at Top10, so why not book yourself a cabin and join us)

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There are also other options like www.bookabach.co.nz and www.airbnb.co.nz

The Rally registration form will come out in the June Newsletter.

We are planning some great road and gravel rides through spectacular scenery.

A minibus will be available as a courtesy bus in the local area for those that need it.

There will also be some non-riding activities utilizing the minibus.

More detailed information to appear in the June Newsletter.

Enquiries contact Kevin bmwor.nelsontasman@gmail.com 0226320025





Registration Form: 2020 Annual BMW Motorcycle Club Rally

Marlborough Convention Centre, 42a Alfred Street, Blenheim

Friday 24th to Sunday 27th January 2020

Name of registered member		
Address		
		Postcode:
Contacts	Mobile:	Phone:
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BMWOR number	Area		
Name 1:	Number	Cost PP	Total
Name 2:			
Registration: Participation in events over the weekend (Includes Saturday dinner) This provides access to tea and coffee in registration area over the weekend.		\$95	
Friday dinner		\$30	
Sunday dinner		\$40	
Surcharge for Non-BMW members		\$30	
TOTAL			

Accommodation:

Individuals to arrange own accommodation needs for the Rally.

Memorabilia: BMW Motorcycle Club Annual Rally Blenheim 2020

Pre orders appreciated.		Size	Qty	Cost	Total
2020 Rally Badge				\$15	
T-Shirt size (Men)	Available sizes – Small to 5XL <i>Please refer to sizing chart</i>			\$50	
T-Shirt size (Women)	Available sizes – 6 to 26 <i>Please refer to sizing chart</i>				
Polo Shirt Size (Men)	Available sizes – Small to 7XL <i>Please refer to sizing chart</i>				
Polo Shirt Size (Women)	Available sizes – 6 to 24 <i>Please refer to sizing chart</i>			\$60	

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

OR Post to: Z Hewitt – 34 Coster Street, Enner Glynn, Nelson, 7011

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Rally2020

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 pertinent health concerns with the appropriate staff member at registration.

Meals are all buffet style: the kitchen is experienced at providing meals for all special dietary requests.

Please indicate below if you have specific dietary needs.

Meal requirements	Dairy Free	Vegetarian	Gluten Free	Other:	
	Please Specify				

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.

R NineT /5: 50th Anniversary of the /5 Series



The new R nineT /5 provides another addition to the successful BMW Motorrad Heritage world of experience, this time with special historical roots: the model marks the 50th anniversary of the legendary /5 series and at the same time the start of BMW Motorrad production at the BMW plant in Berlin Spandau 50 years ago.

BMW automobile production increased enormously in the 1960s, so the decision was taken to build BMW motorcycles in Berlin. Operations got underway in 1969 with some 400 staff and a new series: the /5 models R 50/5, R 60/5 and R 75/5. With a completely newly developed chassis and engine along with a fresh, modern design, BMW made a lasting impact on the expanding motorcycle market of the time. The /5 models saw instant success, thrilling customers with a combination of riding dynamics on country roads and travel comfort.

The new BMW motorcycles perfectly matched an age defined by upheaval, rock music and a powerful sense of freedom. As a reflection of this, a wide range of bold, bright body colours was available for the new /5 models.

Some Highlights of the BMW R nineT /5:

Potent boxer engine with a capacity of 1 170 cc and an output of 81 kW (110 hp) that meets EU4 requirements.)

Spoke wheels, 3.5 x 17 inches at front and 5.5 x 17 inches at rear.

2-in-1 exhaust system made of stainless steel with chrome manifolds and polished rear silencer.

Fuel tank with knee pads and elaborate paint finish in Lupine Blue metallic with smoke effect and double line marking.

Double seat with chrome decorative elements and white piping, evoking the historic predecessor.

Telescopic fork with gaiters.

Link: <https://www.press.bmwgroup.com/global/article/detail/T0297840EN/the-new-bmw-r-ninet-5>





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On occasion Star Insurance sell parts from insurance wrecks through TradeMe. Take a look at the Star Insurance web site for details:

www.star.insurance.co.nz

I'm offering Riding Gear for sale on behalf of an ex-member BMW Voyage 2 Jacket and separate pants for sale (see photos below). Both items are size L with original BMW labels, buttons etc. All original armour in place and both in excellent order:

- The Jacket is a BMW Size L and from the BMW Sizing Chart that is for a chest size 50" – 52".
- The trouser are BMW Size 54 which equate to 38" – 40" waist.

Both are in near new condition. They are just on 2 years old, but her husband died a few months after buying them. He was 5'8" to 5'9" tall but with a large chest due to his Gym work.

Prices are negotiable but are about half price from a new set. Pick up is in Wellington.

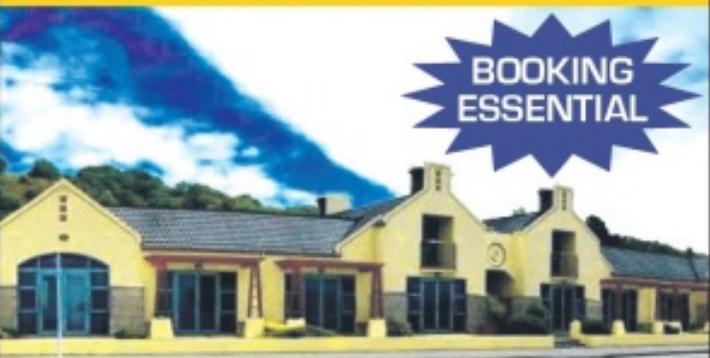
Seller is based in Wellington with contact details available from me. Potential buyers are also welcome to try them on for size.

Contact the Secretary: secretary@bmwor.org.nz

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