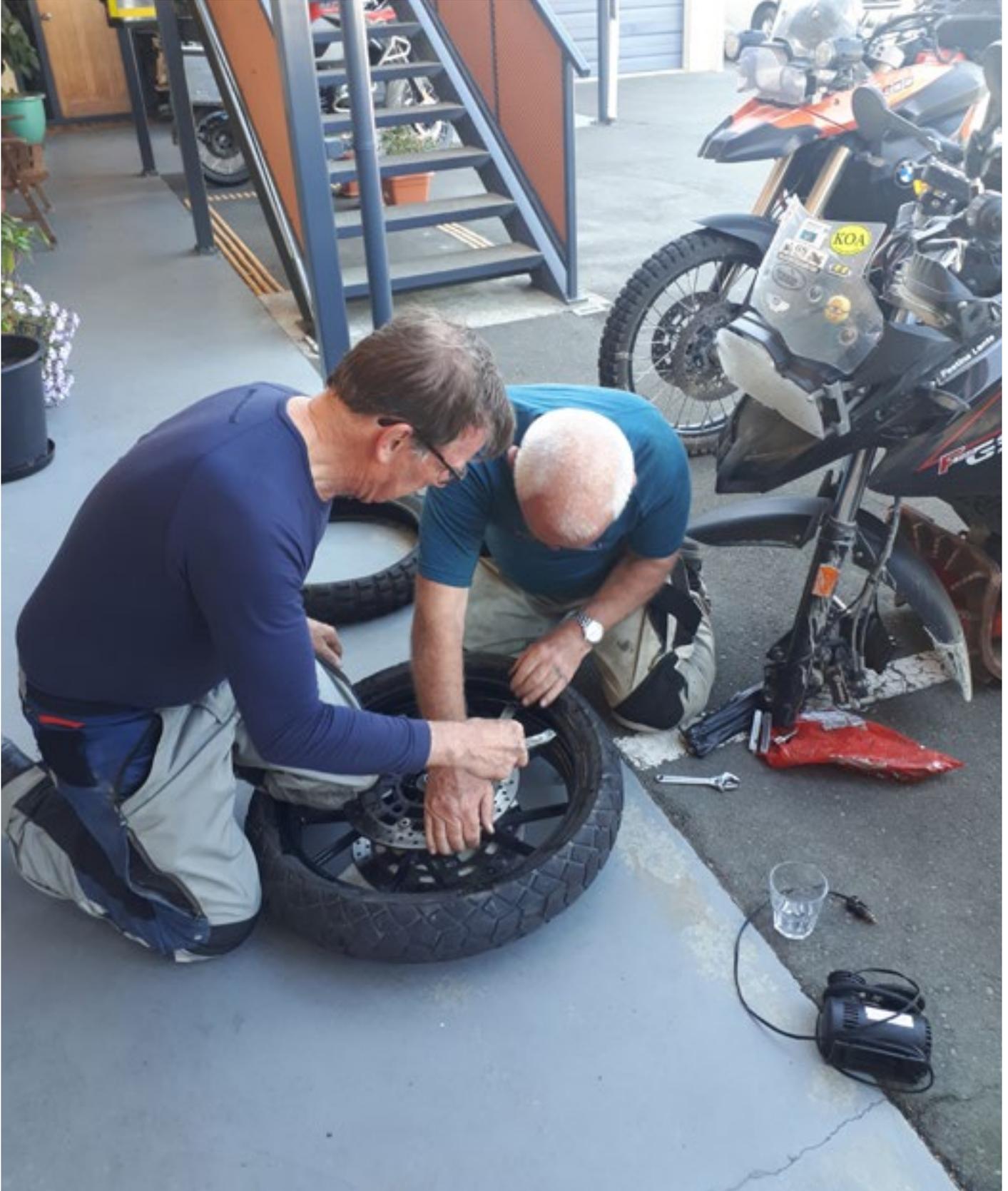


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NEWSLETTER

APRIL 2020

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Aotearoa New Zealand





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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.

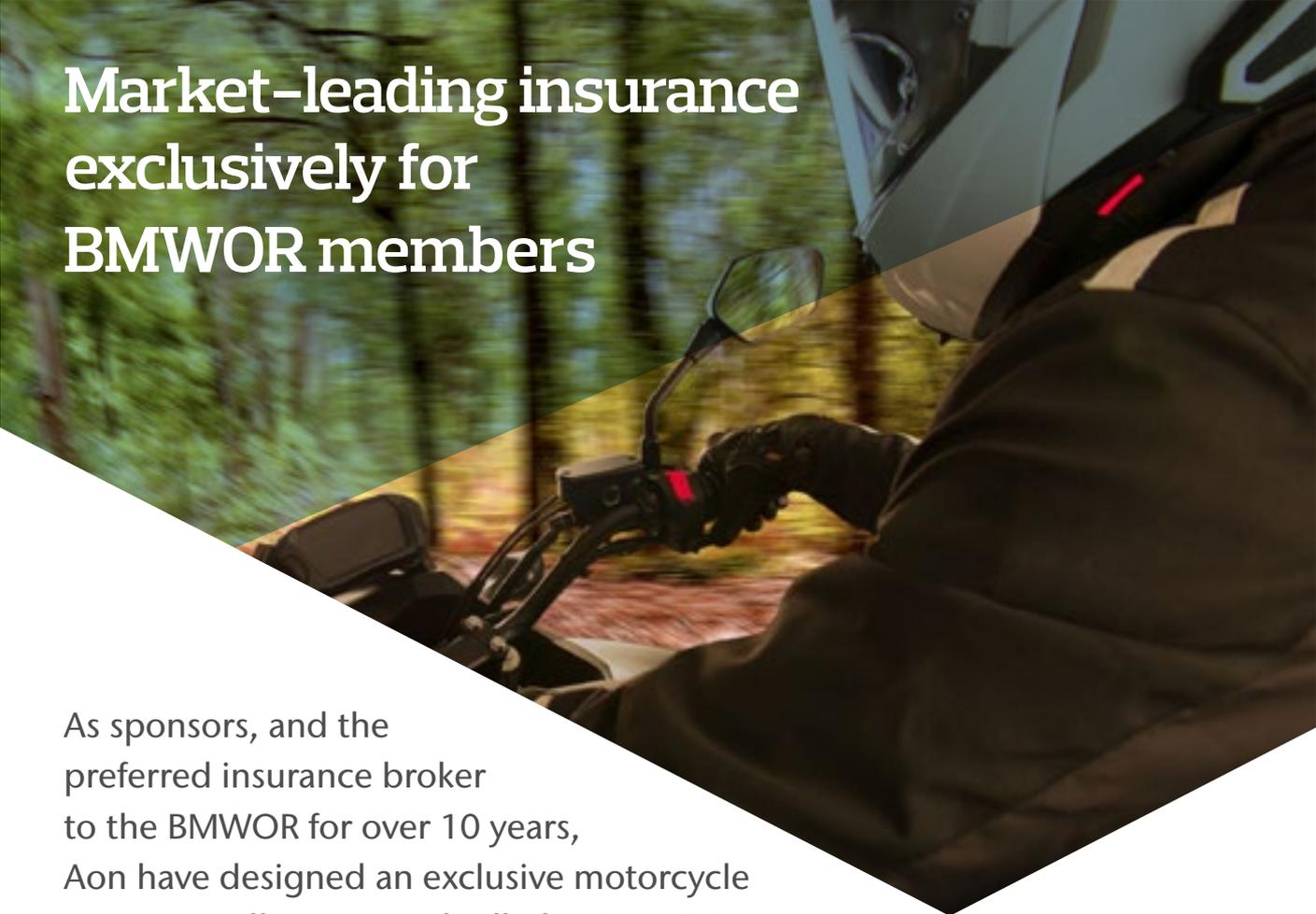
Pieter VOSLOO - AUCKLAND

Bruce STUART - AUCKLAND

Graeme SUTHERLAND - WAIKATO

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Cover: Ian Sowden
helping John Glasswell
repair his tyre



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Presidents Podium

Garry Williams

April 2020

My, how quickly things can change! This time last month, Jo and I were enjoying a long weekend in Russell at a friend's wedding. Since then I've had the worst cold in decades, been in self-isolation for a mandatory two weeks following Jo's direct contact with someone who was on a flight with someone who tested positive for Covid-19, and spent the best part of the last two weeks flat out as part of our regional Incident Management Team responding to what is turning out to be one of the most testing and fast moving events in New Zealand for a long time.

Right up until the middle of March, the threat level for Covid-19 was such that people could carry out their day to day activities without too much worry other than maintaining good hygiene practices and self-isolating if coming home from abroad.

Then the World Health Organisation declared a pandemic. This meant the Government asking people to reduce contact, cancel unnecessary domestic air travel and generally reduce contact with people. The announcement also included advice that people over 70 years of age, or people who are immunocompromised or have certain pre-existing conditions, needed to stay at home as much as they could. Gatherings over 500 were prohibited.

The Club's Board, cognisant of its responsibilities in relation to member's wellbeing but at the same time looking to provide the least possible disruption to our events programme, assessed the risk to club events. We took into account guidelines and advice released by the Government and Public Health officials in relation to all events and travel. Based on the information to hand at the time, the Board decided that the Annual RAG Rally at Taylor Memorial Lodge would still go ahead.

A few days later, following the Prime Minister's announcement that New Zealand would move to threat level 2 and indoor gatherings would be restricted further to 100 people, the Board prudently made the decision to postpone the RAG Rally until later in the year, and it advised Area Reps that all social gatherings and club rides nationally would have to be put on hold.

The Prime Minister's announcement on 23rd March certainly justified this move. Effective from that announcement, New Zealand moved to Alert Level 3 then, after 48 hours (the time required to ensure essential services are in place), we were to move to Level 4. That's today! This means that for many of you reading this right now, you'll be at home in lockdown unless you work in essential services.

There has been a lot of debate on other motorcycling sites regarding whether or not it's acceptable to go riding when we are in lockdown. We have never been in a situation like this before so it is understandable there will be questions, theories, and many differing opinions. One thing is for sure, we need to be really smart about the decisions we make as individuals as there will be serious consequences for others, in some cases, death if we get it wrong.

The world has gained considerable insight about the virus from overseas examples and we here in New Zealand have a fighting chance to prevent the deaths of friends, family and loved ones. However, it will require all of us to make smart choices – albeit with sacrifices involved.

If lockdown runs smoothly, we may find we can make steps towards life returning to normal over the coming months. If we ignore the advice of the experts that are trying to help us, we risk overwhelming our health system and jeopardising the wellbeing of ourselves and others.

If lockdown does not work due to people ignoring the rules, it is likely the lockdown period will be extended and the economy will suffer to levels we never thought possible – business closures and job loss will happen on a grand scale. This is serious stuff!

While I respect that everyone has, and is entitled to their own views, for the sake of mere four weeks it's simply worth playing it safe, stay at home and help to stop the spread of a virus that has proven to take peoples' lives and destroy economies. If you are not convinced we are dealing with something very serious, I urge you to do some research from credible sources to convince yourself that this is in fact something very scary and that New Zealanders need to unite, work together, support one another and make smart decisions to come out the other side alive and well.

Let's leave the virus discussions to groups dedicated to that and keep our social media space as a positive place focused on us as a club. While we may not get out on our bikes anytime soon, we can still share some old photos of trips gone by, share some workshop tips, and share funny stories about a previous ride – I know there's lots of those.

My simple message is stay at home. It's a highly effective way to constrain the virus – it denies it places to go, and will help give our healthcare system a fighting chance. Don't go out on the bike, in fact just give it a good clean and park it up for a bit. It'll still be there when we get through this.

We're still planning for the South Island RAG Rally. All going well it will be in North Canterbury on Labour Weekend and it will be awesome! With the North Island RAG rescheduled for 16/17 October, there's also every opportunity to treat yourself to doing both, you will have earned it!

In the meantime all the best to you and your family - stay safe, stay calm and be kind!

Garry

BMW Motorcycle Club of Aotearoa New Zealand - Risk Management Plan

The BMW Motorcycle Club of Aotearoa New Zealand 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 Club members on Club 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. Club 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 standard 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. Club Members are to go to the aid of any others suffering a mishap.
5. Rider organisers shall nominate the destination for the ride as well as any regrouping locations or other stops. The organiser is not responsible for the 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 Ride Organiser and or the Club are not responsible for the 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 the Road Rules and Laws.

Events Calendar

Top of the South

Sunday 12 April Picnic lunch at Elaine Bay, optional gravel extension to French

National Events

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

Regional BMWMC Events

Northland - *See area Rep.*

Auckland - *See area Rep.*

Waikato - *See area Rep.*

Bay of Plenty - *See Area Rep.*

Taranaki - *See Area Rep.*

Rangitikei - *See area Rep.*

East Coast - *See Area Rep.*

Wairarapa/Wellington - *See area Rep.*

Nelson - *See Area Rep*

West Coast - *See Area Rep*

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**Early Warning for 2021
More details next Newsletter**



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Area Reports

Waikato

Its been a quiet month or so in the Waikato as many members have been away on holiday and doing their own rides to various parts of the country. Joy & I have been down to Wellington, out to Ngawi on the southern east coast, and around the east Cape a couple of times. We have camped in the Kawekas and been through Fishers track at National Park. Lots of adventures on the baby GS bikes which have now clocked up 15,000 kms in a year of ownership.

There was a change to our monthly dinner meeting venue for February.

It was held at Babaganush, 379 - 381 Grey St, Hamilton East on Thursday 20th Feb at 6.30pm. We had a better turn out of Hamilton based members this month.

Our ride & overnight camp to Port Jackson was on 22nd & 23rd Feb.

(see separate ride report)

Three members in the Waikato received their club service certificates and badges this month.

Paul Quilter and Bruce Pemberton for 20 years and Neil McComb for 10 years.

I bought my first BMW in 1997. It was a red K1100RS. I regularly rode it between Tokoroa and Christchurch when we had a business and apartment down there.

Ride Report for February Overnighter:

11 people on 9 bikes assembled in Morrinsville for the ride up to port Jackson on the Coromandel. The weather was grey with a forecast of light showers, which were patchy, but a bit heavier than "light" at times. The roads were slippery and one rider commented on his traction control light flashing frequently. We had the misfortune to be the first on the scene of a fatal head-on crash just 15 minutes after leaving Morrinsville, which was not a good way to start the ride. In sombre mood we continued to Thames for a lunch stop.

The coast road was relatively quiet, but due to the long dry spell we all took it quite easy. Once on the gravel it actually felt a bit better, despite being very dry.

All made it up to Port Jackson without incident and set up tents at the DOC camp. The following day we headed south via Fletchers Bay and Whitianga with some making different routes back home whilst the Duncans and Quilters headed to Athenree for an extra night and a soak in the hot pools before heading home on the Monday morning.

There was only one slight incident with one of our group having an "off" which bruised him a bit. His bike gained a few scratches and his indicator required some gaffa tape, but otherwise it was a great weekend and enjoyed by all.



Area Reports

Taranaki

Commiserations to all, with no rides or events to participate in for the near future. When I get over the shock it could develop into a great opportunity to get some work done around home that is long overdue.

As I am really last minute getting something out for this months newsletter I just want to advise we are still here and focused on getting next years Annual Rally up and running, with Corona Virus hopefully a distant memory by the time it comes around.

Great that some of us got some riding in while the weather was good and before we got hit with the lockdown and will save the details for next month when there will most likely be a lack of them.

Stay safe and look after your families till we can break out again.

Regards, Ray.



Nelson

Top of the South Doings

Sunday 9th dawned fine and mild as usual. Not usual was the ungodly rendezvous time of 9.30 am, a whole half hour earlier than traditionally. (A new ride co-ordinator stamping his authority ?) Nevertheless 10 keen riders turned up on time and were all waiting for the new co-ordinator who was late. Sigh.

Any trip over Takaka Hill these days usually involves a 10 or 15 minute wait at the traffic lights supervising the one way construction zone. It can be quite fun zooming past all the queued tin -tops to squeeze in between the lights and the car at the front. Most car drivers are probably quite pleased we're ahead of them.

First stop was for coffee (except for Darren who had breakfast) at the Woolshed Cafe on Takaka Hill. Destination for the day was the newish Mohua Cafe at Pohara. (It used to be the Penguin Cafe and definitely needed new management) for lunch, followed by an optional gravel surf to Totaranui, where an optional swim also materialised, and last but not least an icecream on the way home at Riwaka.

And for the record, to demonstrate our non-exclusivity, a Triumph Tiger and a Harley both enjoyed their day with the beemers.



BMW Motorrad's Autonomous driving BMW R 1200 GS



BMW Motorrad's first autonomous motorbike was presented last week at the BMW Motorrad Techday 2018. A BMW R 1200 GS made its first rounds in front of assembled journalists, as if by magic, at the BMW Group testing ground in Miramas, southern France. Developed by graduate engineer Stefan Hans and his team, the vehicle independently drives off, accelerates, circles a winding test track and independently slows down to a stop.

With this forward-thinking development, BMW Motorrad, as a driver for technical innovations in the field of motorcycling, is by no means aiming for a completely independent motorbike. Rather, the underlying technology should serve as a platform for development of future systems and functions to make motorcycling even safer, more comfortable and increase the riding pleasure.

The aim of the prototype is to gather additional knowledge with regards driving dynamics in order to detect dangerous situations early on and thus support the driver with appropriate safety systems while turning at intersections or when braking suddenly, for example.

In addition to this impressive outlook on increased riding pleasure and safety, BMW Motorrad presented many more exciting technology projects. Luminous motorcycle headlights from cornering lights to laser headlights were highlights as well as a motorcycle frame manufactured completely using a 3D printing process, including a rear swinging arm. As with the development of its autonomous motorcycles, BMW Motorrad here too has utilized synergies with BMW automobiles - this manufacturing process has already made its way into series production for various vehicles. The advantage of 3D printing lies in the complete freedom of designing components that could not be produced in other ways.

The innovative processes used in the production of motorcycle chassis components, such as frame, swinging arm and wheels are made from the lightweight, yet high-strength material carbon - already industrially manufactured in the BMW HP4 RACE - further demonstrating BMW Motorrad's technical competence and excellence in this field. With the goal of maximum innovation and highest possible quality, BMW Motorrad and BMW Automobile have a close alliance in this field too, where this material has long been used in series production.



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