



BMW Motorcycle Club New Zealand

NEWSLETTER

Official BMW Club - *Established 1975*

MAY 2022

BMW Motorcycle Club
Aotearoa New Zealand



BMW Motorrad achieves a top-level result in the MOTORRAD magazine readers' vote "Motorcycle of the Year 2022"

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Aotearoa New Zealand



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Welcome to our 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 a story and/or 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 please email/phone the Editor no later than the 25th day of the month preceding publication. **We welcome all contributions.**

Welcome to:

Murray	EASON	AUCKLAND
Daniel	LESTER	KAIAPOI
Mornay	MAREE	PUKEKOHE
Gary	MCKEE	NEW PLYMOUTH
Peter	NIEPEL	KAITAIA
Craig	WATKINS	AUCKLAND

Please Note: Any material intended for publication in the newsletter should reach the Editor no later than the 25th 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 BMWMC. Publication of all material is subject to the Editor's discretion. Photos are courtesy of article authors and/or will be credited when known, unless otherwise specified.

Cover picture: BMW M 1000 RR

Photo by: BMW

Location: -

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President's Podium

Chris Souness



BMW Motorcycle Club
Aotearoa New Zealand



April 2022

Well, I have to say it's been a pretty busy month, bookended with our North Island Rag Rally at the start and our combined Board and Area Representatives meeting at the end. I did briefly mention both events in my last podium but will cover them in a little more detail this time.

North Island RAG (rough as guts) Rally ERUA

COVID has played a big part in the scheduling of these types of events over the last two years so it was great to see everyone together again enjoying the camaraderie that comes as a result of our shared passion for the BMW marque. I remember the first couple of RAG's I attended were held over two days Saturday and Sunday however, the last few have been extended to include the Friday night which has been welcomed by those attending.

The riding in the area is excellent and the options available for both road and gravel seem endless. I chose to ride with a group that circumnavigated Ruapehu clockwise taking in both side options of Whakapapa and Turoa Ski fields. Both roads up the face of the mountain to the ski fields provide excellent riding with my pick being the Turoa side. Skiing has been a part of our family's winter holidays since our children were small and so I have been up and down those roads many times typically in a 4X4 laden with people and ski gear. The roads take on a very different persona in the summer months and you still need to be very mindful of the leftover grit on the road from winter.

The dinner on Saturday night was prepared by Clifford McClenaghan and his helpers. A fine assortment of meats cooked as per the tradition on his portable rotisserie. There was more than enough to go around and even leftovers which didn't go to waste. Stephen Parkinson did a great job on Sunday morning with breakfast to ensure we didn't ride home on empty stomachs. All in all, another great club event and one that if you have been thinking about attending but haven't had a chance to, put it on your list of things to do.

Board / Area Representative Meeting (Wellington)

The management team had not had the opportunity to physically meet since our last meeting in July 2020 so when restrictions eased, we took the opportunity to do that in Wellington last weekend. The Board met on Friday afternoon with the Area Representatives arriving on Saturday and we all finished up on Sunday afternoon.

It was an extremely productive few days working with everyone and having a chance to focus on our 2022 – 2025 strategic plan, how we can improve the overall experience and benefits for existing members and what we can do better to attract new members to the club.

We have also had a number of personnel changes in the regions.





President's Podium

Chris Souness



BMW Motorcycle Club
Aotearoa New Zealand



April 2022

Auckland Region

Stephen Parkinson our new vice President has stood down from the Area Rep role and has been replaced by Bradley Festraets

East Coast

Our thanks to John Wuts who recently stood down after many years in the role and East Coast is currently vacant. So, if you or someone you know would like to take fill the position, please do get in touch with Philip King, Our Area Rep Liaison, arl@bmwmc.nz

Wellington & Wairarapa Regions

Wellington and the Wairarapa are now two separate regions.

Our thanks to Peter Nash who recently stood down after many years looking after the two areas. And to Denis and Peter for being the new Area Reps

Denis Hulston as the Area Rep for Wellington and

Peter Tibbs (Tibsy) as the Area Rep for the Wairarapa.

Canterbury

Our thanks to Julie Hyde who recently stepped down after many years in the role and to Ralph Moore who is the new Area Rep.

Southern

Our thanks to Andy Hutcheon has recently moved areas so has stepped down and to Tharon Knoetze has taken over.

So, A HUGE THANK YOU from all of us to those who have stood down from those roles, and to those who have filled their shoes. We welcome and support the new Area Representatives, and the team they join. Please check our website for all the latest regional contact information.

We are indeed very fortunate to have a wonderful group of people both on the Board, in the regions and their supporting members who all have a real passion for our club. They continue to give their personal time to ensure we can operate effectively. We have the capability to provide the benefits, events and ride options that our members are looking for. Please, remember to support them when you can and to thank them for the excellent work they do.

Have a wonderful month, keep well, and stay safe.



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.



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Area Report: Wellington & Wairarapa

By Denis Hulston



Te Horo Beach - weekend ride 10th April

With the new Wellington Transmission Gully motorway recently opened, five Wellington riders, Denis, Dave O, Peter N, Keith T, Michael M made the ride both ways from the Tawa on ramp through to Te Horo Beach for lunch at The Bus. Although some of us had already sneaked a preview of the new road, it was a good day to ride it together. Our normal meeting start at Paremata didn't fit the bill for riding all of Transmission Gully so we met at the south end off ramp fuel stop at Tawa. The Bus at Te Horo Beach is a good stop for food and coffee so we could share a table outside in the garden space which is pleasant. It was busy, but with good chat we didn't mind waiting for food and coffee.

Although, I think the novelty of the new route will soon wear off, and imagine our old starting place at Paremata will mean we ride the quiet back roads going north in future.



Michael & Denis ordering lunch at The Bus, Te Horo Beach



Peter, Keith, Michael, Dave – at The Bus, Te Horo Beach

Social Get Together - evening 12th April

This month we changed the day to Tuesday as many cafes are closed on Mondays. Eight of us checked out the Laotian, Cambodian, Vietnamese food at Sabaidee Pah Khao Lao in Petone. The food was tasty, with an extensive menu and spacious venue to provide us with plenty of safe space.

Castle Point / Riversdale - monthly run 20th April

Nine riders, Denis H, Michael C, Keith T, Rohan W, Philip Y, Bob C, Peter T, Dave G, Wayne C met for great riding in fine light breeze weather. It almost felt time to put the lining back in the gear, but Wairarapa is a green celebration at present after lots of rain and warmth combined. Autumn leaves just beginning on the poplars and grapes.

After a measured ride over the Remutaka hill, we met Wairarapa riders at Wilds Oats, Carterton before continuing via Gladstone to pick up Tibsy at the junction of his road and on to Castle Point. We rode back to Riversdale for lunch via Peaks and Langsdale Roads, before the return ride. Sadly, the historic St Andrews church at Whareama where we'd stopped for a photo or two on previous rides had been burnt down. We missed it, riding past the empty site. Such a waste and a great shame.



Castlepoint

Area Report: Wellington & Wairarapa

By Denis Hulston



From an earlier ride - The historic church at Whareama, now gone, being a victim of fire



Back on the sealed road - Te Wharau

From Riversdale Bob and Wayne return on the sealed route. The other seven riders returned via gravel on Homewood, Kaiwhata, Te Wharau to Martinborough for refuelling and home.

Until next time

Denis #3184

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Area Report: Top of the South/Te Tau Ihu

By Gretchen Holland



Berlins Cafe, Lower Buller Gorge - Sunday 10th April



Bikes lined up outside Berlins Cafe - (photo Trudi)

A gorgeous day to ride to a gorgeous destination. Gosh, I think that was my opening line last month! It was great to meet Andrew on his first ride with us and Andy and Victoria, who have recently shifted up from Dunedin, on their first ride with us. First stop was Kawatiri Junction to meet up with one Marlborough rider and pillion and three Nelson out of town riders. We had a quick byo morning tea and another catch up. Amazingly Murray and Pene were passing (in their car) on their way back from tramping the Routeburn and they stopped for a yarn.

From then on it was riverside riding the whole way to Berlins. And corners. And beautiful bush. And not much traffic. The line up of sixteen bikes on the road verge opposite the cafe with the Buller river and bush backdrop was a pretty awesome sight.

After lunch everyone made their own way home with some going through the Braeburn track (an old faithful to get a small gravel fix for the day) and some going via Lake Rotoiti to sit at the lake front (to listen to the bird song).

Riders were – Matthias, Peter W, Gretchen, Tony, Andrew, Andy & Victoria, Ross & Theresa, Anja, Trevor, Gary, Shep, John, Johan, William, Matt, Rick, Trudi, David.

Thanks for a lovely day out you guys!!

Scribe – Gretchen # 949



Area Report: Rangitikei Roundup

By Murray Petherick



Transmission Gully - Sunday 10th April



Pauatahanui Interchange

After a couple of previously aborted attempts we finally got to do Don's ride down through the Wairarapa, with the bonus of being able to ride back home via the Transmission Gully Expressway, commonly referred to simply as Transmission Gully.

The pre-ride assembly was at the Fusion Café in Ashhurst where a dozen of us met for coffee and a brief chat. From there 11 of us headed off, on 8 bikes, for the Wairarapa while Barry H and Lance N headed back to Whanganui (no doubt to mow lawns or similar). Don took us over the Saddle Hill Road to Woodville then on to Pahiatua and from there we headed down Kaitawa Road, Mangaone Valley Road and Hamua Rongamai Road (hope I have got those all correct, Don) to Eketahuna. From there it was on down more back roads to Masterton via Mauriceville. At Masterton we met up with Ann and Tibsy then headed to Martinborough, via Gladstone, for lunch at the Village Café and Bar.

After lunch it was back on the road to Featherston and over the Remutaka Hill to a fuel stop at Caltex Rimutaka. In order to ride the full length of Transmission Gully we headed down the Hutt Motorway to the Ngauranga Gorge and then northwards along the old motorway to the new expressway.

I have to say that while the new expressway is quite impressive that comes mainly from its size and scale. I accept that there are a few quite large structures (the size of which is not really apparent when you are simply driving over them), and they have certainly moved a lot of dirt during the construction, but as a retired engineer I don't see the project as being as technically challenging as, for instance, some of the roads through the European Alps and similar. However, it is good that it is finally in service but in the meantime the downside is that until the remaining stages of the lower NI expressway projects are all completed the net effect is that the choke points simply move a bit further north!

Thanks, Don, and all for a good day out.

Murray # 2690



Heading onto TG Expressway

Area Report: Rangitikei Roundup

By Murray Petherick



Brunch Gathering - Sunday 24th April

Notwithstanding a few apologies from those with other commitments 10 of us gathered at the Woolshed Café in Sanson for our usual monthly catch-up and exchange of news and stories. I doubt we really set the world to rights but between us we had a few good ideas. The highlight of the day, for one of our lady pillions (who shall remain nameless), was when she came back out to their bike to head home and found a very sharp looking, blue, K1600GT parked next to their GS. She thought that if she hung about for a while she might get offered a ride home on it but we pointed out that there were two helmets beside the bike and a little while earlier a rather younger lady, in riding gear, had gone in to the Café. Our pillion dutifully went home on the GS!



Murray # 2690

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Area Report: Canterbury

by Ralph Moore



Oxford trip. - April...

On a fresh autumn morning with an occasional shower in the forecast, we met at BP Ravenswood planning to ride through Lees Valley. After a short ride up the main highway we turned onto the bank of the Ashley River and followed the stop bank for a few k's out to Ashley village. Then back onto the black top out through Loburn to Okuku where we hit the gravel and into the hills over the Okuku Pass. It was very interesting to ride this road again after it had been closed for many months with storm damage, and to witness the amount of repair necessary reinstate it. The weather gods were kind to us as we rode out through the hills and eventually got to the Okuku River. We were treated to ankle deep water and a very easy crossing today. Very pleasant riding through Les Valley and out to Oxford for lunch at the pie shop. There we were joined by Richard and Heather Gallagher who opted for riding the black top. And also, the police motorcycle patrol team of Mark Middleton and Grant. After lunch we crossed the Wiamak gorge and wound our way through the foothills behind Sheffield and then we followed gravel roads across the Canterbury plains most of the way back to Christchurch and home.

Ralph #3082



Above: Ralph Moore and Garth Brookland through Ashley Gorge



View across Lees Valley



Jo Buckner going very smoothly on her new bike



Pie time! From the left: Rodney Faulkner, Ralph Moore, Jo Buckner, Garry Williams, Mark Middleton, Garth Brookland, Richard Gallagher, Heather Gallagher.

Area Report: Southern

by Tharon Knoetze



Ophir, Central Otago

Our April monthly ride took us to a lovely small place called Ophir in Central Otago, founded 1863, with New Zealand's oldest post office.



Lovely lunch at Pitches Store with 2 more bikes joining the "regular" group of riders. Lots of jokes, ideas and stories shared.

Adriano, Robin, Elaine, Barry, Martin, Fred, Tharon, Peter and taking photo Irene

The ride to Ophir was via Lawrence/Alexandra (SH8) for a ride over the famous red bridge which some had not yet been over, and the return trip was via Middelmarsh/Outram (SH87).

Tharon #2595



NI RAG 2022 Report:

by Stephen Parkinson

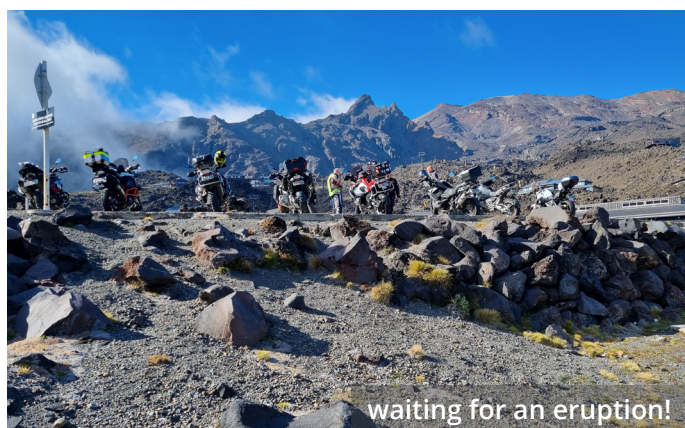


NI RAG Friday-Sunday 1st-3rd April



A face or two you'll recognise

This years North Island RAG Rally was pretty much the first time as a Club that we stuck our head above the parapet in the Covid environment. There are those who would suggest that proceeding with the event was a risk but then again, we ride motorcycles, so risk is in our DNA. Every time we ride there's an expectation that everybody rides their own ride and manages their own risk, so it was pleasing to see that ideal dictating registration decisions. Several of the usual attendees chose discretion over valour and elected to sit this event out. On the downside this suppressed numbers and stayed off some of the reunion moments which are a feature of the event. On the upside, Taylor Lodge was less populated which mitigated Covid exposure risk to those attending. Taylor Lodge worked with the Club around a cost mitigation structure which contributed strongly to the decision to proceed.



waiting for an eruption!

So, against this background, a bunch of committed folk arranged their "going away" outfit, calculated necessary travel inventory of undies, shirts, socks, non-riding pants, favorite onesie pajamas, something warm in case it's not, non-riding footwear, toiletries and medications. All of this got stuffed into various pannier / luggage permutations along with the required bedsheet, sleeping bag, pillow slip and optional feather down pillow (lets be real, surely everybody travels



NI RAG 2022 Report:

by Stephen Parkinson



with their own feather down pillow).

From all points of the compass the annual RAG migration commenced, some itineraries involved a Friday afternoon arrival and others a Saturday arrival, the primary objective was to be present at Saturday night's dinner courtesy of Clifford's spit roasting and oven roasting skill set. Those arriving Friday enjoyed the privilege of staking out Taylor Lodge's most prime accommodation real estate as their own; one person, who declined to be named, contemplated purchasing 5 cheap sleeping bags and setting them up on the remaining beds in the room to make it look totally occupied.

Saturday morning, as always, centered around various riding plans and wrangling those interested. A common thread involved touring mountains, heading up Ruapehu to perhaps experience an eruption, and then various touring options. This brings to attention two individuals I shall name Hunia and Eric for the sake of it (any connection to actual persons is purely coincidental). Hunia and Eric were proposing a ride of this track, that track, and a traverse earlier on in the day, many wise souls declined upon witnessing Eric stowing a winch strop to his bike. Hunia and Eric behaved like normal people as they formed part of a large group ascending Ruapehu. At the "Top of the Bruce" more discussion emerged around their track, track, traverse idea and this talk attracted the attention of one Colin Gates who thought it sounded like an excellent adventure. In fairness to Colin, he had never experienced Hunia or Eric previously so was much like a lamb before the slaughter. There are those of us who should have intervened but were uncertain whether Colin's learning style was more theory or experiential. Good Treasurers and Editors are hard to come by so we probably should have saved him; we were relieved when he turned up at Taylor Lodge late in the day, somewhat weary, and his GS the worse for wear and tear, covered in mud and a some bits lighter!

Saturday night was the fantastic social night it always is replete with tall tales and true, the diehard types persisting into the wee small hours. One of that number had earlier committed to cooking breakfast for everybody; come a sleep deprived Sunday morning it sucked to be him. Breakfast consisted of sliced refried veges and bacon with a side of poached eggs on toast. The shared breakfast shifted the dynamic of Sunday morning from the usual rush to depart toward spending a few more moments with friends.



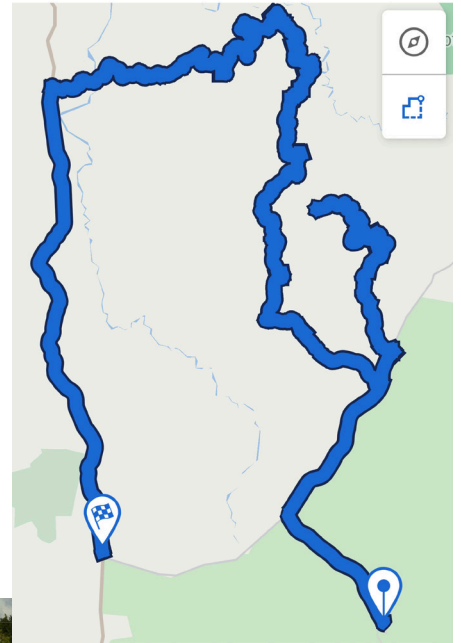
If you've never attended a RAG rally, just do it next time around.

NI RAG 2022 Report:

Random Gallery



< Pukehinau Road, Tongariro Forest... >



Great group and great fun!

Area Report: AUCKLAND

by Stephen Parkinson



April update

The Auckland area is in the midst of an evolution as a cohort of recent members are inspired to take things to another level. Personally, I'm excited about the energy these individuals bring to the table, and I'll be taking every step to make sure they have all the scope in the world to realise their vision. The core function of this Club is to get like-minded people together and ride bikes about the place, this ideal lies at the heart of everything they do. Watch this space.

It's hard to report on events without using the "C" word (Covid). Our social events are still off the menu as the thought of being in close proximity to random individuals remains a concern; having said that there's interest around a home based monthly social event for the time being. Easy enough to do.

I dedicated 1/3rd of my month to experiencing Covid and this highlighted a weakness in the Auckland structure as organization and planning went out the window, soon to be solved given the opening paragraph. I'm struggling to understand the popularity of Covid given that it's a pretty rubbish experience. I'm on the lookout for the Individual who sells around 8,000 cases of that a day, I've got a job for them.

Out of all that, thanks to Richard Kuysten stepping up at extremely late notice, the team managed to get in a mixed gravel and seal ride so late in the month it may as well be called 1st May. A great day out by all accounts judging from social media posts.

Last month there was an incident on the gravel section of our Nikau Caves ride whereby Adele managed to bin her bike courtesy of some extremely deep metal, Adele ended up slightly broken but latest intel suggests she is mending well and may reappear on a ride as early as our scheduled May ride. Good news.

Anyway, hoping for much more to report on next month.

Stephen #3201

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Members Gallery



I was privileged to be able to present Tim Taylor his 20 year certificate.

Anne, his wonderful wife on the back is a Pillion member and they very kindly popped over at the end of an enjoyable Sat ride in Wellington so I could present him his certificate and badge.

Congratulations to Tim. Well done and thank you on achieving membership and supporting our Club for 20 years! .

Chris Souness





BMW Motorrad achieves a top-level result in the MOTORRAD magazine readers' vote "Motorcycle of the Year 2022".

Munich/Stuttgart. With victories in the categories "Sports Bikes", "Tourers/Sports Tourers" and "Enduros/Supermotos" as well as four second places and one third place, BMW Motorrad achieved another outstanding result in MOTORRAD magazine's 24th readers' vote "Motorcycle of the Year 2022".

"The BMW Motorrad employees and I are extremely pleased with the excellent results achieved in this readers' vote. Once again I would like to thank the MOTORRAD readers warmly for their vote and the trust they have placed in us. We see this enormous popularity as a strong confirmation of our consistent efforts to always be able to offer motorcycle fans the best BMW Motorrad range in the respective market segment," says Dr. Markus Schramm, Head of BMW Motorrad, about the results of this readers' vote.

The BMW M 1000 RR took first place in the "Sports Bikes" category. The MOTORRAD readers who took part in the vote paid particular tribute to the outstanding combination of high performance and high active riding safety.

When it came to the best "Tourer/Sports Tourer", BMW Motorrad celebrated another victory with the BMW R 1250 RS. Its excellent all-round qualities with regard to riding dynamics, sportiness and touring suitability are what makes it so successful.

The "subscription" winner, as it were, in the "Enduro/Supermotos" segment is the R 1250 GS / Adventure. Since 2009 it has won this category for the 13th time and finds MOTORRAD readers' great approval thanks to its unique long-haul adventure travel character and the fun it provides riding on country roads and off the beaten track.

In the "Crossover" category the BMW S 1000 XR took second place. MOTORRAD readers were won over by its fascinating mix of dynamic sports-oriented riding characteristics, excellent sports touring qualities and individual design.

The BMW R 18 / Classic also took second place

in the "Chopper / Cruiser" class thanks to its incomparable blend of classic design, no-frills technology paired with the unique 1800 cc boxer engine as the epicentre of riding fun.

Further second places went to the BMW R 1250 R in the "Naked Bikes" category and to the BMW R nineT / R nineT Pure in the "Modern Classics" category. In this category, the BMW R nineT Scrambler also held its own with a third place.

The new Head of Sales and Brand BMW Motorrad, Dr Alexander Wehr, is also very pleased with the results achieved: "These eight awards with three category wins once again confirm that we at BMW Motorrad are very well set up with our broad and highly emotional product range with great new models. I would also like to express my gratitude to the readers of MOTORRAD magazine for their great encouragement, which is a great incentive and motivation for us to continue to do everything we can to consolidate our leading position in the motorcycle market".

The award ceremony was held on 30 March 2022 in Stuttgart. In the 24th readers' vote on the "Motorcycle of the Year 2022", which is considered to be the most important motorcycle and scooter readers' vote in Europe, 52,333 readers took part. Since 1999, well over half a million readers have participated in this vote, making the awards presented some of the most valuable and coveted in the motorcycle industry worldwide.



PIN BOARD



BMWMC
2023 AGM Rally

North Island

Details to follow

20th - Sunday 22nd January
2023

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Sunday
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on 1 Nov 2021. If you're eligible, you can apply for your first \$100 instalment
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The cashback offer ends on 30th June 2023, but we'll continue to pay the second \$100
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BMW Adverts from the past



THE MOTORCYCLE EUROPEANS PAID \$200 JUST TO TEST RIDE.

Recently, an unusual advertisement appeared in Europe's leading motorcycle magazine.

It invited readers to test ride a revolutionary new motorcycle called the K100RS, the first four-cylinder machine in BMW's history.

There was one catch, however. A rather expensive one.

The test ride would take place in Southern France. To take part, a rider would have to submit \$200 to cover all travel costs—in advance.

The response? Within three days, over six hundred applications rolled in. By the end of the response period, in fact, BMW was flooded with so many requests that a lottery had to be

established to decide who would go.

In short, no motorcycle in history had ever aroused so much curiosity. But then, consider the K100RS.

Its engine technology was derived from the in-line fours that have powered numerous BMW automobiles. Including the recent Formula One Champion race car.

Its integral fairing is so aerodynamically sound, the RS can reach top speeds other bikes need 20 to 30 more horsepower to achieve.

Its power band is so broad "I had to look at the gear indicator to find out what gear I was in" was an often-heard statement from test riders.

Its center of gravity is so low and its weight is so light (496 lbs.) that "directional changes (become) mere mentally inspired flicks," according to one reviewer.

Now the K100RS is available for your inspection. And if we've managed to arouse your curiosity, there's a free and easy way to satisfy it.

You can take this machine out for a complimentary test ride at your participating BMW dealer. Not as glamorous a place as the south of France perhaps. But considerably less expensive to get to.



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Spectacular BMW R 18 custom motorcycles from Canada

Three exclusive masterpieces of talented Canadian customizers celebrate their world premieres.



Richmond Hill/Canada. BMW Motorrad Canada has revealed the results of its first-ever motorcycle customization project. The company has partnered with three talented builders from across Canada and given them each a new BMW R 18 as their canvas.

The selected builders are Jay Donovan from Victoria, British Columbia, Konquer Motorcycles from Kelowna, British Columbia and Augment Motorworks from Toronto, Ontario.

The builders revealed their bikes to BMW Motorrad Canada as well as Roland Stocker, BMW Motorrad Project Manager for the Heritage models. "These projects show how important it is to create bikes that inspire creativity and act as a good base for owners and builders alike," said Roland Stocker.

Stocker, who was essentially involved in the development of the R 18, travelled to Canada for the reveal. He was not only impressed by the completed bikes, but also by the builders themselves. "The vision, craftsmanship and quality of work was very impressive, especially considering how young some of the builders are," said Stocker.

"I was very pleased with the result."

Due to its classic design and extravagant proportions, the R 18 serves as an ideal base for customization work. The centrepiece of the R 18 is its 1,802 cc, 2-cylinder "Big Boxer" engine – the most powerful 2-cylinder boxer engine ever used in a production motorcycle.

"We wanted to demonstrate the potential of the R 18 and designed a project to do just that," said Johann von Balluseck, Director of

BMW Motorrad Canada. "We chose builders that would approach this project in different ways in hopes they would give us three very different styles – and that's exactly what we got."

The only requirements for the builds were that the custom bikes remain operational and road legal. This summer, the three motorcycles will be included in a national retailer tour, visiting locations all across Canada.

Jay Donovan – R 18 Future Café.

The R 18 Future Café is a study in metal fabrication by artisan motorcycle builder Jay Donovan. Donovan's design began with a desire to reroute the exhaust up and over the cylinder head and straight back, ending under the seat. A fully redesigned tank and upper section in bare, polished aluminum and chopped front and rear fenders in contrasting black make for a long and sleek look.



Spectacular BMW R 18 custom motorcycles from Canada



Augment Motorworks – R 18 Tattooed Chopper.

Nick Acosta from Augment Motorworks has applied the classic American chopper style to the big German boxer, which he has nicknamed “El Boxeador.” Fine, tattoo-themed paintwork paired with a sissy bar, hand-carved headlight mount, mini ape hanger handlebars, cocktail shaker exhaust and a custom seat transform the bike into an instant classic with light-hearted touches.

Konquer Motorcycles – R 18 Diamond Custom.


Rob Thiessen and his team at Konquer Motorcycles have taken the R 18 and created a factory custom dragster. Bronze Metallic paintwork and pinstriping, modified front and rear fenders, custom seat and a diamond motif throughout, create a low-and-long, factory custom look. In addition, gold-painted BMW roundels and an electronically adjustable exhaust help tie the new look together.



Disclaimer.

The vehicles shown may be modified and fitted with third-party accessories and/or proprietary parts that are not manufactured, distributed or tested by BMW. BMW accepts no liability for the modifications (including the fitting, characteristics and use of the accessories shown). NOTE: Modification of series production vehicles (including the fitting and use of third-party and self-made parts) can impair riding characteristics! Riding our vehicles in modified condition is at your own risk.

Events this month:




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Pair of BMW GS Vario panniers for BMW F750GS / F850GS / F850GS Adv
- Pannier Vario Right 20L/29L (exhaust side)
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Price \$850 (RRP \$1200) ph 027 957 8381

Buy or Swap:

Standard rear shock and spring for a 2008 onwards F650 GS or F700GS (800CC Twin).

I have recently bought factory low F650GS but would like to now put it back to standard height.

Does anyone have a standard shock and spring for sell or would anyone like to lower theirs and swap my factory low shock and spring for their standard shock and spring?

FYI : The factory shock and spring lowers the bike approx. 30mm.

If you want to sell, swap or help, please call

Kevin Wilde on 027 837 6949

Following a break-down on my R1200GS 2013 bike. I had been told to replace the starter motor (nonrefundable). The mechanic miss diagnosed, and this is now surplus to requirements. It most likely fits more than the 2013 model.

Particulars-

Starter motor J&N410-40039SV
Un-opened parcel
New Price \$423.48
Selling for \$299.00

I will pay the commission
Hopefully, this might help someone else

Contact:

Rob George # 3483
email: robandjulieg@gmail.com
T: 027 484 8721

BMW backpack for sale.

Originally introduced as an F model accessory.
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Can hold a full face helmet in the lower part.

Good condition. Best offer buys.

Dave Morris Lower Hutt - (04) 565-3592



WANTED (March)

Main/centre stand for 1985 R80 Mono
(perhaps BMW part 46521452384?)

Paul Meikle (#3311) Kaikoura

Mb. 027 600 1957 or pdmeikle57@gmail.com



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