



BMW Motorcycle Club
Aotearoa New Zealand

BMW Motorcycle Club New Zealand

NEWSLETTER

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JULY 2022



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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:

Matthew	BLANN	CAMBRIDGE
Jamie	EARNSHAW	REPOROA
Bruce	ISLES	AUCKLAND
Adrian	OPPATT	AUCKLAND
Steve	PARR	CHRISTCHURCH
Pedro	SILVA	AUCKLAND
Rob	TORENVLIED	RIVERHEAD
Darryl	WOLFAARDT	AUCKLAND
Rick	ZAWODNY	NELSON

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: Northland Ferry

Photo by: Ian Macartney

Date: June 2022



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President's Podium

Chris Souness



BMW Motorcycle Club
Aotearoa New Zealand



July 2022

As I write this Podium I am sitting in my home office, looking out at a dull grey day and thinking about how cold it looks outside. But despite that, it is good to know that we have passed the winter solstice and we are heading towards longer and warmer days. Apart from shuffling my bike around in the garage to get access to different things it hasn't moved at all in the last month which is disappointing but not unexpected based on the time of year. Whilst there hasn't been much riding going on, the board members have still been beavering away in the background working on a number of initiatives that were identified during our recent team meeting.

I am delighted to say that 18th-20th November is now confirmed for the South Island RAG. Further details will be in next month's Newsletter but save the date and hopefully we can all get together with no hiccups. Our thanks to Ralph and Garth who have kindly volunteered to oversee the event.

As part of our continued focus to strengthen our club's profile, we have produced new membership cards, new business cards, vinyl stickers and some other bits yet to arrive. The business cards have been distributed to all of our Area Representatives (AR's). These will help promote the Club, the benefits of membership and provide interested prospects with our website and all the AR email addresses. Feel free to approach your local AR if you would like to have a few. You never know when you might meet someone who is interested in joining the club and having a card that you can give them with all the relevant information makes things so much easier.

The vinyl stickers are with Barry our Membership Secretary and will be sent out to new members and those renewing their membership along with our 'new look' membership card.

One of the ongoing costs we incur as a club is the postage to distribute new membership and renewal packs. These costs have increased significantly in recent years and continue to rise.

A very kind donation to the club of over 1,000 pre-paid envelopes was recently made by Ian Macartney our AR based in Northland which we are very grateful for. This will enable us to redirect funds that would normally be used for postage to help grow the club in other ways. Thanks again Ian for your generosity.

Until next month, safe riding everyone.



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, Pillions 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



Ohingaiti - Weekend ride 22nd June



Rangitikei Riverscape near Ohingaiti

The first two weeks of weather put paid to any planned riding, so we didn't get together until our Club night meet and eat on the 13th May at the Petone Working Men's Club. Thirteen members attended which was a good turnout for a wet weather night.

Riding

The first ride was an impromptu on Tuesday 15th to Martinborough for lunch and some very pleasant riding on a backroad bitumen circuit from Martinborough - Longbush, Millars and Ponatahi roads returning to Martinborough and then a diversion through Te Maire and Kahutara roads on our return to cross the Remutaka hill. Sunshine and dry weather was welcome after weeks of rain, which had swollen the rivers and flooded paddocks. Mares tails over the Tararuas spoke wind and it was a gusty ride back over the Remutaka to remind us we weren't just cruising.

Our Club Ride on Sunday 19th June, was cancelled due to bad weather.

Sunday 22nd June - However, a promising weather forecast gave us a short notice impromptu ride on 22nd June. Robin and Murray from Rangitikei and Denis from Wellington met at Shannon for a sealed road ride through to Kimbolton for lunch, via Ashhurst, Pohangina Rd, Valley Rd, and Cheltenham. We continued to Ohingaiti via Rangiwahia, Mangamako and Otara Roads. A short ride down SH1 brought us to Vinegar Hill and we returned to Feilding via back roads and Makino Rd, on to Palmerton North and home. The weather was great, the riding was great, the scenery with snow on the Tararuas, Ruahines and Ruapehu was great. These are riding days you wish for.

Sunday 26th June - A combined Wairarapa Wellington ride saw ten riders, seven Wellington

Cont...

Area Report: Wellington & Wairarapa

By Denis Hulston



riders and three Wairarapa riders meet up. Despite early forecasts for rain, we had a fine warm day with no wind. Roads were wet, but not slippery.

Wellington riders rode the Mangaroa and Whitemans valleys before stopping for coffee at Pauatahanui and riding the Paekakariki hill road to meet up with Wairarapa riders at the lookout. It's a stunning view from the lookout, north to Kapiti Island and west to D'Urville and the South Island. We rode the coastal road to Pukerua Bay. This road is wonderful without traffic since Transmission Gully opened. We meandered through Airlee Rd to Plimmerton for lunch at the Sandbar Pub and Café. We took a short trip out to Titahi Bay and Whitireia Park after lunch. Thanks, Tibsy for reminding us that we have some great riding close to home in our Wellington backyard.

Denis #3184



Photos: Denis Hulston



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MAKE LIFE A RIDE

Area Report: Top of the South/Te Tau Ihu

By Gretchen Holland



Greenmeadows cafe in Stoke - June



It seems that winter has finally arrived over the whole country and the forecast for Peter's planned ride was cold and wet so at short notice we cancelled and adjourned for brunch to the same place we went to last year for the very same reason. So, Peter's ride to view the BMW-powered hovercraft and possible demo, followed by a ride up the Wakamarina Valley, will be on next month instead.

Those who came - Peter W, Gretchen, Tony, John, Dale, Murray & Pene.

Scribe - Gretchen # 949

Unfortunately, no photos for this ride

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MAKE LIFE A RIDE



Area Report: Taranaki Tales

by Scott Mills

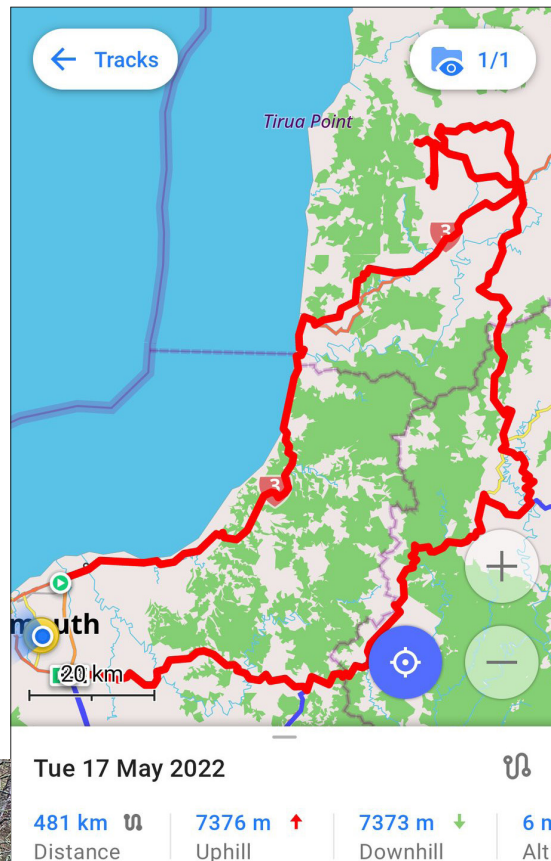


Fire Station Tour - June

It has been a rough month for being able to get out to ride on our regular 2nd Sunday ride.

We were rained and snowed off our planned ride through to National Park so as an alternative ride we joined the Ulysses 3rd Sunday Club ride.

There were about 15 bikes all up and we rode through to Opunake via the Wiremu Road dropping down into Opunake on one of the twisty side roads. As is common through the winter, there were stock grazing the "Long Acre". A few cows that were grazing roadside decided that it might be fun to join the ride, so they busted through their tape fence and galloped down the road after some of the noisier bikes. A couple of farmer-type bike riders managed to stop them before they hit town, turned them, and herded them back up the road to where they came from. We had a lovely tour of the Fire Station and a tasty lunch at the pub. Most of the group headed off home after



Rob on his GS

lunch but a few of us decided to carry on around the mountain. It is always a fun ride when you take the back roads. Plenty of twists and turns and the views are spectacular as ever.

The BMW group parted company with the Ulysses at Midhurst and ventured off towards Te Popo for a bit of extra riding. We came across some horses on the road. They were a bit more of a handful than the cows but were turned

into a driveway to get them off the road away from the harm of other motorists. We managed to find a little gravel road on the way back so had fun riding through there.

Hopefully, the weather plays ball in July, and we will be able to do our National Park ride.

The Gravel Riding arm of the Taranaki BMW Club did a gravel ride up to Piopio on the

Cont...

Area Report: Taranaki Tales

by Scott Mills



last Sunday of June. A foggy start gave way to a lovely day. We road over the Awakino Gorge Bypass Road out to the carpark of Leitch's Hut walk. Then back through Piopio to Ohura and home via the Kiwi Road. A very full day but a lot of fun.

Keep the shiny side up and make life a ride.

Scott Mills # 3542



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Area Report: Wairarapa

by Peter Tibbs (Tibsy)



Wairarapa Ride Report - June



Photo: Denis Hulston

The success of this Ride was simply down to Teamwork between two Area Reps.

At last a sunny Sunday. It's 10am when we start our engines ride out of the Farriers carpark in Masterton heading south down the beautiful Wairarapa and up over the Rimutaka Hill which is always a good ride! Well not always. From time to time this Hill has been known to put the wind up the odd rider. Down the River Road up over Haywards Hill and onto Pauatahanui where we catch up with the guys from Wellington. A quick chat and we set off up the Paekakariki Hill road. This road was made for motorcycles and one that I just could not ride often enough as a young Hoon. Those were the days back in the last century. We make the compulsory stop at the Lookout on top of the hill then down the western side to the now almost traffic-free waterfront ride round to Pukerua Bay then onto Airlie Road. This road is often overlooked by motorcyclists but is well worth the diversion through the hills to Plimmerton. We made our way around the Plimmerton coastline to Mana stopping at the Sandbar Pub for Lunch. Great food, and as always on these rides, there were plenty of good stories to digest as well, all of which of course should stay at the lunch stop. After lunch, we head off to Whitireia Reserve. Make sure you visit this reserve some time, as you will be rewarded with a vista of Plimmerton and the Harbour entrance. After photos had been taken it was time to get back on the bikes and head for the Moonshine Road, another one of those narrow winding country roads made for motorcycles. But alas we ran out of time today as one of our riders was due for a 3am start to drive his big rig to Auckland. Fifty-odd years ago this road was even better when the surface was covered from bank to drop off with plenty of gravel, but alas today there's a black carpet covering the entire length of this road.

Thank you, Wellington and Wairarapa members for the fine company and a great day of riding.

Feet up and Wheels down.

Peter Tibbs #2806

027 335 6843

wairarapa@bmwmc.nz

Get in touch if you would like to join us on a ride



Area Report: Northland

by Ian Macartney



Russell Trip - June



Excellent long weekend in Russell with riders from BOP Waikato Akld and Northland. Bit of heavy Scotch mist getting there but well worth it. Spent a bit of time at the Duke, The Gamefish Club, Thai Restaurant and in KeriKeri The Plough & Feather.

Ian Macartney #3190



LANE SPLITTING - SOME THINGS TO THINK ABOUT



Any commuter in any of New Zealand's major cities has likely witnessed motorcyclists travelling between queued traffic on busy roads during peak commuter traffic times. This practice, known as lane splitting, is the cause of an amount of friction between motorcyclists and other road users.

Over and above the potential safety issues, there is some confusion on whether or not lane splitting is legal on New Zealand roads. The short answer is –it depends!

The following outlines the legal situation, and also offers some advice on keeping yourself safe should you, as a motorcycle rider, elect to lane split.

Lane splitting falls within the overtaking rules as found in the Land Transport (Road User) Rule 2004.

2.6 General requirements about passing other vehicles

- (1) A driver must not pass or attempt to pass another vehicle moving in the same direction unless—
 - (a) the movement can be made with safety; and
 - (b) the movement is made with due consideration for other users of the road; and
 - (c) sufficient clear road is visible to the driver for the passing movement to be completed without impeding or being likely to impede any possible opposing traffic; and

(d) until the passing movement is completed, the driver has a clear view of the road and any traffic on the road for at least 100m in the direction in which the driver is travelling.

- (2) Sub clauses (1) (c) and (d) does not apply if the passing vehicle and the vehicle being passed are in different lanes and are, throughout the passing movement, either on a one-way road or on the same side of the centre line.
- (3) A driver must not, when passing another vehicle moving in the same direction, move into the line of passage of that vehicle until the manoeuvre can be made safely and without impeding the movement of that other vehicle.

»What it means

Overtaking can be completed at any time provided you don't impede oncoming traffic, have 100 metres clear view of traffic throughout the manoeuvre, don't cut off the vehicle being overtaken when you pull back into the lane and can complete the manoeuvre with due consideration for other road users. The speed limit for the area must also be complied with. If travelling in separate lanes you may overtake on either the left or right provided you remain in your lane.

2.7 Passing on right

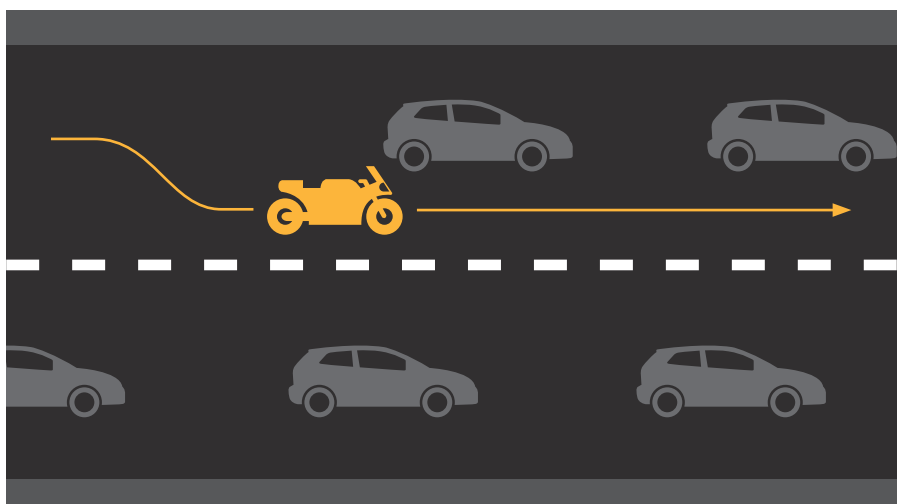
A driver must not pass or attempt to pass on the right of another vehicle moving in the same direction when—

- (a) approaching or crossing an intersection unless—
 - (i) the roadway is marked in lanes and the driver can make the movement without the driver's vehicle encroaching on a lane available for opposing traffic; or
 - (ii) in any other case, the driver can make the movement with safety and with due consideration for users of the intersecting road; or
- (b) approaching or passing a flush median, unless the driver—
 - (i) intends to turn right from the road marked with the flush median into another road or vehicle entrance; or
 - (ii) has turned right onto the road marked with the flush median; or
 - (iii) can make the entire movement without encroaching on the flush median.

»What it means

Overtaking approaching an intersection may only be performed if the manoeuvre can be made without entering lanes available for oncoming traffic, and can be made safely with consideration for other road users. On roads marked with a flush median, the median is not available as an overtaking lane. Flush medians can only be driven on if you intend turning into a side road or driveway, or have pulled out from a side road and are using the flush median to merge with traffic.

You may overtake on the right if you remain completely in the lane you are travelling in.



Talking of Lane Splitting...

[Full article here](#)



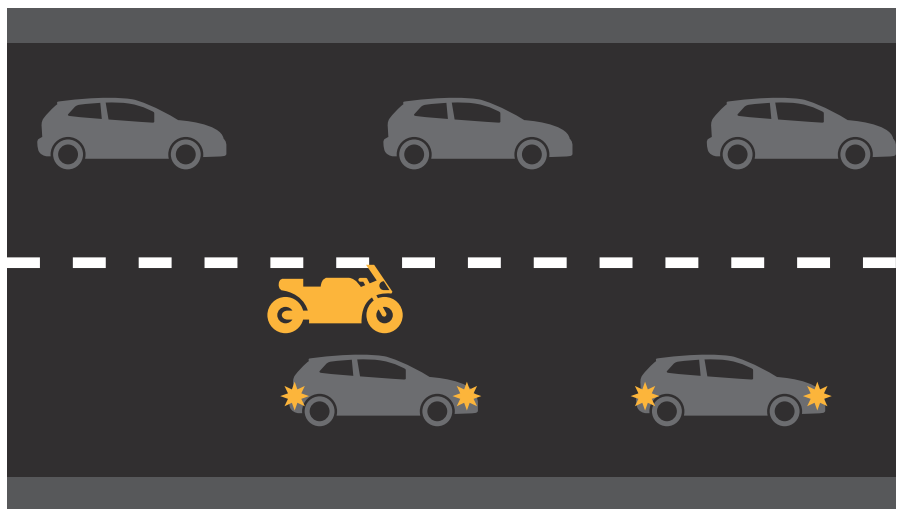
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LANE SPLITTING – SOME THINGS TO THINK ABOUT

2.8 Passing on left

- (1) A driver must not pass or attempt to pass on the left of another vehicle moving in the same direction except in accordance with this clause.
- (2) In any case in which the movement referred to sub clause (1) may be made,—
 - (a) the 2 vehicles must be in different lanes; or
 - (b) the overtaken vehicle must be stationary or its driver must have given or be giving the prescribed signal of that driver's intention to turn right; or
 - (c) if the overtaken vehicle is a light rail vehicle moving in the same direction, the light rail vehicle must not be—
 - (i) signalling an intention to turn left or to stop; or
 - (ii) stationary for the purposes of allowing passengers to alight or board.
- (3) If the roadway is marked in lanes, the driver may make the movement referred in sub clause (1) only if the driver's vehicle does not encroach on a lane that is unavailable to a driver.



»What it means

You may overtake on the left if the vehicles being overtaken are stationary or are indicating a right hand turn. You may also overtake on the left if travelling in separate lanes.

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IOM Senior TT 2022

Hat-trick on the BMW M 1000 RR: Peter Hickman also wins the Senior TT on the Isle of Man.



Peter Hickman (GBR) completed a hat-trick with his BMW M 1000 RR at this year's Isle of Man TT. After winning the Superbike and Superstock races at the beginning of race week, the Gas Monkey Garage by FHO Racing rider was also victorious in the prestigious Senior TT that closed the event. Three races, three wins is the summary for Hickman and the BMW M 1000 RR debut at the IoMTT.

'Hicky's' success in the opening RST Superbike race, which he won in commanding style, marked the first ever Isle of Man victory for the BMW M 1000 RR. He then repeated that success in the Superstock race and in the final Senior TT, Hickman was again the winner. Ian Hutchinson (GBR), in action with the BMW M 1000 RR of the Milwaukee BMW Motorrad team, finished all three races with strong results. Fourth in the Superbike race & seventh in both the Superstock race and the Senior TT.

"Three victories at the Isle of Man TT are a great result for us" said BMW Motorrad Motorsport Director Marc Bongers. The last time we achieved that was quite a while ago. These were also the first victories for the BMW M 1000 RR on the Isle of Man after the event could not take place in the past two years due to the Covid pandemic. Our time on the Isle of Man have not been completely trouble-free for us but the issues were solved on site with support from Munich, bringing the BMW M 1000 RR to peak performance. Peter transferred this brilliantly into three victories in the Superbike race, the Superstock race and the Senior TT. As BMW Motorrad Motorsport, we can be satisfied. A big thank you goes to the BMW teams, especially to FHO Racing and Peter Hickman.

Hickman commented after his Senior TT win: "What a week! Just as usual, we had highs and lows over the week but it is just phenomenal. The BMW M 1000 RR has won all the big races here which is fantastic for BMW and for me. Honestly, massive thanks to **absolutely everyone** who supported us."



For the love of bikes

WC-130 Hercules makes unauthorized stop to pick up a crew member's 1970 BMW R75/5.

During a training mission in March, 2022, an Air Force Reserve crew was reprimanded for making an unscheduled stop on Martha's Vineyard. According to The Martha's Vineyard Times, the detour was made on March 25 so that a member of the crew could pick up a vintage motorbike. The crew was part of the U.S. Air Force Reserve's 53rd Weather Reconnaissance Squadron, 403rd Wing.



Based out of Keesler Air Force Base in Mississippi, the Weather Reconnaissance Squadron is the largest flying group. Crew qualifications were downgraded for all members, and administrative steps were taken, following the unauthorized stop. "Air Force Reserve crews must put in flight training time each month to keep their qualifications, and off-station training achieves valid training requirements," Col. Stuart M. Rubio, 403rd Wing commander, explained in a press release. "This personal stop was an abuse of government assets. We hold our reservists to the highest standards of conduct, and these actions are not tolerated." He concluded.

The WC-130 Hercules that landed at Martha's Vineyard Airport was a huge plane, and understandably caused quite a stir. These planes, also known as Hurricane Hunters, conduct meteorological reconnaissance missions into hurricanes and weather systems of all sorts to collect data on movement, size, and severity. The crew of five personnel traveled from Keesler to Quonset Air National Guard Base on March 24, according to the report. They went to Martha's Vineyard the next day to pick up a crew member's 1970 BMW R75/5 motorbike.



PHOTO: Tech. Sgt. Ryan Labadens

The leadership of the 403rd Wing was reportedly unaware of the 15-minute unauthorized stop.



*1972 BMW R75/5

The team flew to Mather, California after the unapproved halt to acquire specific equipment intended for use in atmospheric river operation. Atmospheric Rivers are moisture bands that span the Pacific Ocean, and are said to be responsible for up to half of the yearly precipitation in the West Coast. On March 27, wing leadership learned about the stopover, and ordered the crew to return to California. They were picked up by another plane, and the classic BMW remained in California.

*All images are examples only



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Talk to your pillion passenger or other group members while riding, listen to your favourite music together, make phone calls or follow the announcements of the navigation system – the new BMW Motorrad communication system ConnectedRide Com U1 offers all this via Bluetooth or Mesh 2.0 technology.

The new ConnectedRide Com U1 features a modern, universally compatible design and can be attached to such helmets as the BMW Motorrad StreetX, GS Pure and Sao Paolo. Impressive audio performance, a high-quality sound and excellent wear

comfort are delivered by the HD-quality speakers, which are very easy to fit in the helmet.

Furthermore, the ConnectedRide Com U1 is equipped with an FM radio that allows up to ten radio stations to be saved. Channel search is at the touch of a button or alternatively via the free “Com U1” app.

The entire operation of the ConnectedRide Com U1 is carried out intuitively via four buttons or alternatively via the app, which also offers various setting options. Various functions can be activated via the voice control, depending on the operating mode. Voice control is available. If the mobile phone is connected directly to the communication system, convenient access to digital voice assistants is available, thereby enabling voice input.

Intelligent audio mixing ensures a particularly high level of communication comfort. For example, if you are speaking via Bluetooth Intercom and a navigation announcement comes in at the same time, the volume of the Intercom is reduced for the duration of the announcement.

When the headset is switched on, an LED flashes to indicate the battery charge status. If the charge level drops too low during use, an automatic voice announcement is heard. The battery life is up to 13 hours with Bluetooth Intercom.

The quick-charge time is one hour but in just 20 minutes it enables operating times of 3.5 - 6 hours intercom.

Via Bluetooth, the range of the Intercom is up to 2 km and up to 8 km via Mesh, if at least six riders are connected. The antenna conveniently folds in and out as needed.

During active group communication, six users can speak simultaneously.

Read the full article on:
[BMW Motorrad](#)



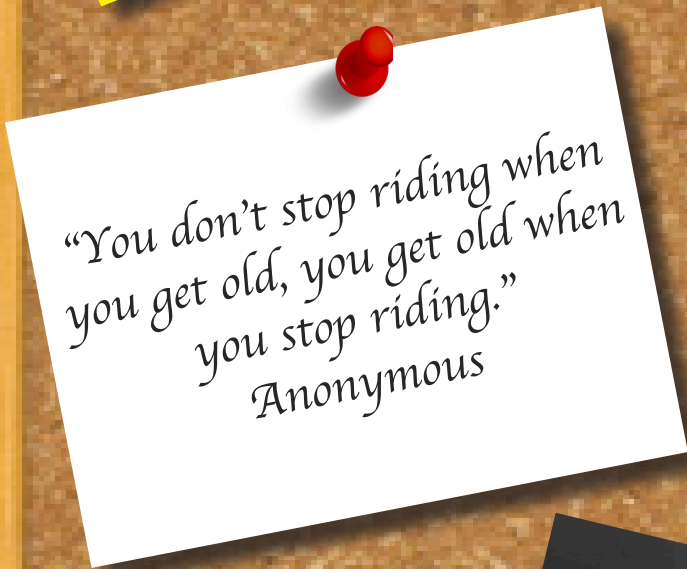
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*"You don't stop riding when
you get old, you get old when
you stop riding."
Anonymous*



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BMW Motorrad Motorsport ready for the next round of the WorldSBK at Donington Park.



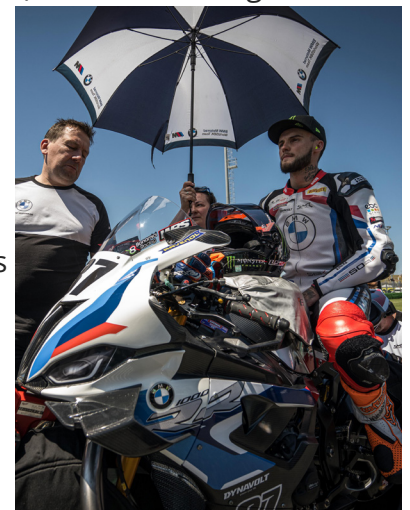
- Home race for BMW works riders Scott Redding and Eugene Laverty.
- Ilya Mikhalchik again replacing the injured Michael van der Mark.
- Isle of Man winner Peter Hickman and the FHO Racing BMW Team with a wildcard spot at Donington.

Donington Park. A special round of the FIM Superbike World Championship 2022 awaits BMW Motorrad Motorsport this coming weekend. The fifth event of the season at Donington Park (GBR) is the home race for the two BMW works riders Scott Redding (GBR) and Eugene Laverty (IRL) as well as for Shaun Muir Racing. After about a month's break, BMW Motorrad Motorsport and the two teams, the BMW Motorrad WorldSBK Team and the Bonovo action BMW Racing Team, are aiming to take the next step forward at Donington Park. The FHO Racing BMW Team has received a wildcard and will be competing with rider Peter Hickman (GBR).

Ilya Mikhalchik (UKR) will once again race as a replacement for Michael van der Mark (NED) in the BMW Motorrad WorldSBK Team. The Dutch rider will be there at Donington Park, but is still recovering from the femoral neck fracture that he suffered at Estoril (POR).

BMW Motorrad Motorsport used the break after the race at Misano (ITA) for brief testing at Donington Park. Redding and Loris Baz (FRA) evaluated a range of updates for the BMW M 1000 RR, including changes to the electronics and the chassis.

Fans at the Donington Park race will also be able to welcome a well-known guest racer on the BMW M 1000 RR. Having claimed three wins together with the M RR at this year's Isle of Man TT, Peter Hickman and the FHO Racing BMW Team will be competing as wildcard entrants in the British round of the WorldSBK. Hickman already has some WorldSBK experience, including his appearance as a replacement for Markus Reiterberger (GER) at Donington Park in 2019 for the BMW Motorrad WorldSBK Team. The wildcard spot marks the WorldSBK debut for the FHO Racing BMW Team, for which Hickman is also enjoying success in the British Superbike Championship (BSB).



Ilya Mikhalchik (UKR)

Cont...



BMW Motorrad Motorsport ready for the next round of the WorldSBK at Donington Park. Cont...

Quotes ahead of the Donington Park round.

Marc Bongers, BMW Motorrad Motorsport Director: "We did not fail to take advantage of the break since the race at Misano and have been working hard on further development of the BMW M 1000 RR. The brief test with Scott and Loris two weeks ago at Donington went well, and we were able to evaluate and confirm a range of updates. Both riders provided positive feedback. Donington Park is a circuit where we have enjoyed success in the past. Now we are hoping to continue that at the weekend and

Scott Redding, BMW Motorrad WorldSBK Team: "Donington Park – the home race for me which I am really looking forward to. It's the first time for me in WorldSBK to have fans in the paddock there so it will be a crazy weekend and I look forward to it. I am also looking forward to the second part of the season. Donington Park is a cool track for me, it is a lot of history there, the track has a lot of character and hopefully we can show what our hard work has been doing in pushing for some good results."

Ilya Mikhalchik, BMW Motorrad WorldSBK Team: "I am looking forward to my third WorldSBK race weekend. The first race at Aragón was pretty good; I was within the top ten and riding with the really fast guys. Then the Misano weekend was a bit little difficult, because I did not have too much time to get used to the bike again after two months on the Stock and endurance bikes with different tyres. We just

Loris Baz, Bonovo action BMW Racing Team: "I'm really looking forward to the race weekend. Donington is always a place I really love since my first Superbike race there in 2012, which was actually my first Superbike race ever. I've been able to do some laps there two weeks ago thanks to our Bonovo action BMW Racing Team and BMW. We tried some updates so I hope it gets

Eugene Laverty, Bonovo action BMW Racing Team: "Donington has been a strong circuit for BMW in recent years and we hope to continue that trend. I'm not satisfied with my performances at the last two rounds so the target must be to step up to the same level as Loris and Scott because both guys are riding

Cont...

close the gap to the leaders with both teams. Everyone will be working hard and concentrating on that. However, we are also really looking forward to Peter Hickman and the FHO Racing BMW Team competing at Donington with a wildcard. It is great that Faye Ho's team is now taking the step onto the world championship stage. I am sure that it will also be a highlight for the British fans to see 'Hicky' in action in the WorldSBK."



had a few free practice sessions and then went immediately into qualifying and race. But now, between Misano and Donington, I almost did not ride and this means that my mind will remember the bike from Misano. Donington is a really good track, I enjoyed it a lot when I was there in the past. It has a nice layout, the people there a great. So I am looking forward to it."

us closer to the top. It was good to have a break after Misano, because it was a tough weekend for us, so we had time to forget about it and move forward. Everyone is really highly motivated after the test. It looks like we are going in the right direction. Also, Donington was a great track for the BMW last year, so we come back to hopefully be able to fight for the top five."

the BMW M 1000 RR very well. I have a great crew around me working hard to give me a bike that I can race for 23 laps. Northern Ireland is just across the water so I count Donington as a home race. I'll do my best to perform there in front of my family, friends and supporters."



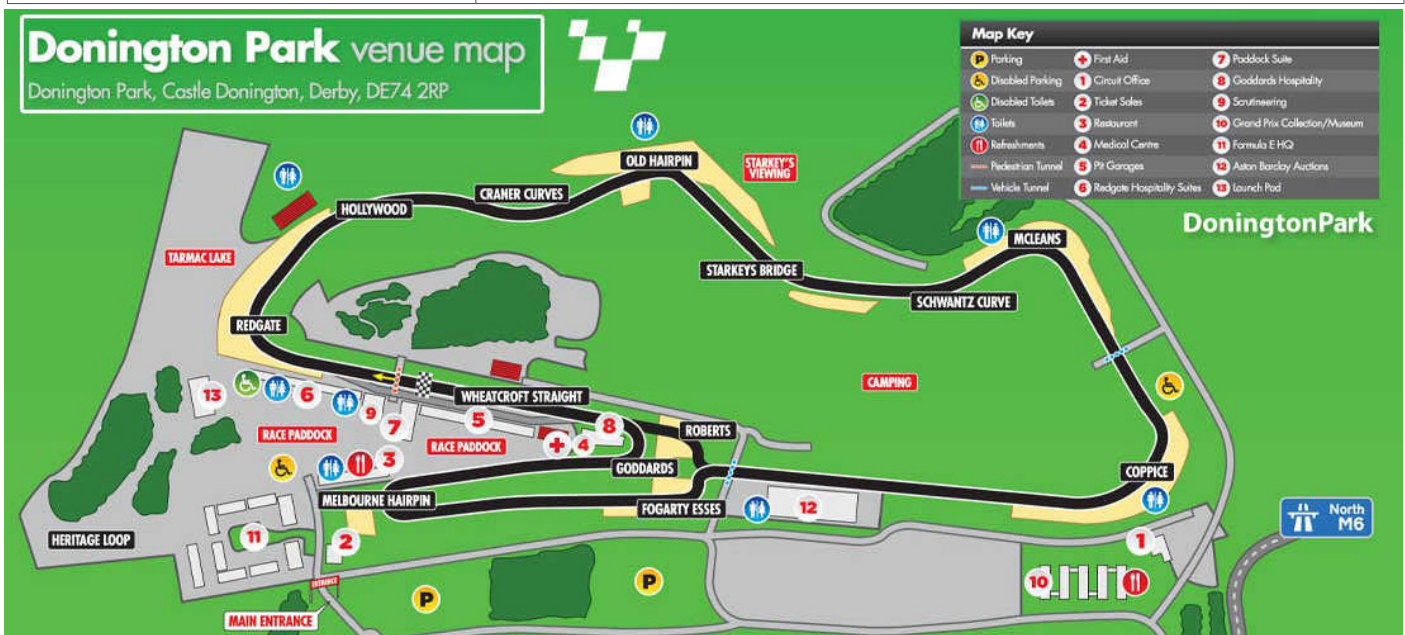
BMW Motorrad Motorsport ready for the next round of the WorldSBK at Donington Park. Cont...

Quotes ahead of the Donington Park round.

Peter Hickman, FHO Racing BMW Team:
 “I am really excited about the opportunity to take the FHO Racing BMW Team to the World Superbike stage. It is going to be the first time that FHO as a team will do an international event like this and I think that is really exciting. The team has only been going for a year and a half so to already be entering their first ever world championship race is pretty epic, really. I've raced in WorldSBK twice but both times it has been a last minute deal and I had ridden bikes that I did not know and I had never sat on before until the Friday morning. This time, I am going to ride my BSB bike, albeit with more electronics

that are allowed in WorldSBK, but it is going to be the same bike that I have ridden quite a lot so I am looking forward to that. It will be a new experience for me, actually. Expectations wise, I think we are all very realistic. We are going for the experience to see what happens. I think it's great for us as a team. Quite a few of us have done world championship races through one way or another, individually or with other teams, but we have never done it as a team together so I am looking forward to getting the whole group of us all in the same place having a go i in World Superbikes. It is going to be really good weekend

Track Facts Donington Park.	
Circuit length	4.023 km - clockwise
Corners	12 - 7 right-handers, 5 left-handers
Pole position	Left
Longest straight	550 metres (start-finish straight)
Grip level	Medium
Track layout	Fluid, fast turns; hard braking zones; climbs and descents
Strain on brakes	Medium
Amount at full throttle	28 %
Top speed / lowest speed	277 km/h / 45 km/h
Best overtaking opportunity	T1, T9, T11
Key factors	High speeds through the turns, stability and feel on brakes when leaning, courage





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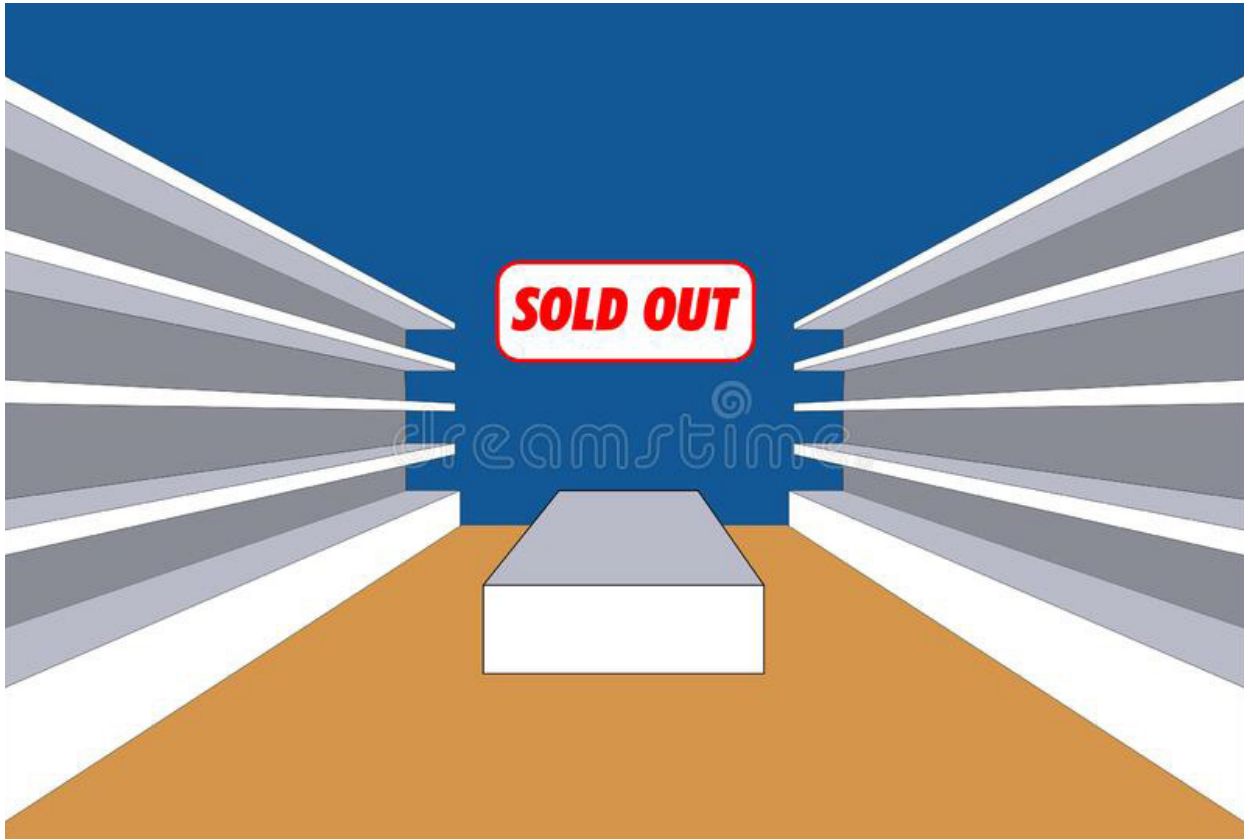
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