

Member of the International Council of BMW Clubs

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# Newsletter

[bmwor.org.nz](http://bmwor.org.nz)

October 2018

BMW Motorcycle Club  
BMW Owners Register  
of New Zealand







# *A clone lacks the original's spirit.*

**If the cost was roughly the same, for obvious reasons, you'd choose the original over the clone.**

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**Don't forget to ask about the John Baker special.**

A handwritten signature in black ink that reads "John Baker". The signature is written in a cursive style and is positioned above a thin horizontal line.



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**Please Note**

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

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## 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.

Robin LUSHER	WHANGAREI
John RICHARDSON	AUCKLAND
Jeremy LEACH	AUCKLAND
Grant BIGGAR	AUCKLAND
Matthew COCKER	AUCKLAND
Graham SMITH	KATIKATI
Rob WYNANDS	PAPAMOA
Dan LINTON	TE AWAMUTU
David BILLINGTON	GREYTOWN
Sharon BRODIE	CROMWELL

## Cover;

Ian McCartney on a Rosco's Rocky Road Adventure, enjoys Alaska. Salmon Glacier in the background.

Story on page 8.



### Update on last month's cover photo.

Editor;

Just to let you know that I was the mystery photographer for the cover picture. It was taken on our way to this year's RAG Rally and the members in the picture are John Christie (nearest Chateau) and Peter Truter (nearest camera).

Robin.

Just for your interest the picture is Rangitikei members John Christie and Peter Truter. We were enroute to the RAG Rally.

Regards, Barry.

Thanks for that. - Editor





# Market-leading insurance exclusively for BMWOR members

As sponsors, and the preferred insurance broker to the BMWOR for over 10 years, Aon have designed an exclusive motorcycle insurance offering specifically for BMWOR members which includes discounted rates and enhanced policy cover.

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- Nil excess for one claim within 12 months with a Ride Forever training course certificate





## President's Podium

I've treated my HP2 to a new set of boots for spring, and not Continental TKC80s this time around. It's a big step to move away from something tried and tested but, after actually investigating my options (rather than what seems a more popular method of simply posing a question on social media) I've gone with Goldentyre; a GT723 Premium Adventure on the front and a GT201 Premium Adventure on the rear. Quite a few of our more adventurous riders here in Canterbury are using Goldentyre and swear by them for the levels of grip on all surfaces. And, at much the same cost as the TKCs, when you have riders like Lyndon Poskett getting 10,000 kilometres out of a GT after racing it, I think there's a better than even chance I'll not have to replace them so soon. As it happens, just up the road in Kaiapoi is Motomox, New Zealand's Premier Adventure Shop and local distributor of Goldentyre, and the owner a keen rider himself. I've been up the Okuku River

once or twice to get the feel of the tyres and must say I'm impressed, so pretty happy with the choice so far.

By the time you read this, Canterbury's annual motorcycling event "Kickstart Trackside" at the Mike Pero Motorsport Park, Ruapuna will be done and dusted. Aside from bringing together the region's most enthusiastic trainers and retailers, Kickstart Trackside is all about encouraging riders to develop new skills that keeps them safe when on the road. Like previous years the day was packed with expert demonstrations, workshops and activities and this year riders also got an opportunity to participate in on-track training exercises with Ride Forever instructors in the Art of Cornering (improving control and becoming a smoother rider) and Slow Pro Handling Skills (handling your bike with ease no matter what the speed and reduce the risk of a drop). Unfortunately, I missed it all as the club's Board met for its penultimate meeting of the year on the same day.

I'm looking forward to our South Island RAG Rally from Friday 26 – Sunday 28 October, which this year is based in Geraldine. There's still time to book your camp site or cabin at the TOP 10 Holiday Park by calling 03-693 8147 or book on the website at <http://geraldinetop10.co.nz/> and let them know you're with the BMW Club. (More info on page 16. - Ed.)

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

Sorry, I jumped the gun a bit in the last issue regarding the date of the club's Waimarino Adventure. We're not running this until March 2019, mainly to give people more of an opportunity to plan for it but also as the weather is likely to be warmer and drier than early December. Preference for entry will still be given to club members riding a GS variant and full details around registration, cost, location, accommodation and meals, etc. will be made available on a purpose built website shortly, we'll let you know when that's up and running.

There are plenty of other local area events going on as well. Do yourself a favour by looking out for the details from your Area Rep, the club website and our Facebook page.

One event Jo and I won't be missing is the Auckland Annual Rally at Wesley College from Friday 11th January to Monday 14th January. If you've not already booked, now is a good time to get onto your registration.

Hopefully, now that it's getting warmer and with daylight savings in effect, my new tyres will be getting a lot of use!

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

Garry



## The new BMW R 1250 GS and the new BMW R 1250 RT.

17.09.2018 Press Kit

For more than 35 years, the flat-twin boxer engine in the BMW Motorrad GS and RT models has stood for powerful and reliable propulsion when it comes to setting off on an extended tour or a long-distance journey. With the extensively further advanced boxer engine with BMW ShiftCam technology, the new R 1250 GS and R 1250 RT achieve a whole new level of performance, culture and efficiency.

Read more: [MoLinhttps://www.press.bmwgroup.com/global/article/detail/T0284913EN/the-new-bmw-r-1250-gs-and-the-new-bmw-r-1250-rt](https://www.press.bmwgroup.com/global/article/detail/T0284913EN/the-new-bmw-r-1250-gs-and-the-new-bmw-r-1250-rt)

# BMW Owners Register Risk Management Plan

## Introduction:

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

## Riding Code:

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

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

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

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

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

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

## Events Calendar

### National Events

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

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

### Non BMWOR

NZ Distance Riders.

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

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

6-7 October 2018. North Island 800.

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

Saturday 10 November 2018, 1,000km Cruise rides. Hamilton and Wellington. See page 14.

### National BMWOR Events

Jan. 2019 Annual Rally/AGM. Auckland. See page 10.

Northland

See area Rep.

Auckland

Saturday 6th October (note day changed from Sunday to Saturday). Café run. Destination Plain Sailing Café 5/17 Clearwater Cove Akl 0618 (Hobsonville Marina). Make your own way there for 10.00am.

Sunday 7th October Pink Ribbon Ride. There were plenty of females supporting Bikers in Blue in September, there needs to be plenty of male riders supporting the Pink Ribbon Ride Sunday 7th October. Get onto <https://www.facebook.com/PinkRibbonRide/> get registered and get involved. There are non-riding cancer survivors requiring pillion rides, offer up your support if you possibly can.

Monday 8th October. Monthly Meeting. Vintage and Veteran Clubrooms 39 Fairfax Ave Penrose 7.30pm. As a conversation starter I (and hopefully guests) will be having a bit to say around the BMW brand, the dealer network in New Zealand which makes these machines available for us and the imperative for a two way relationship. The internet and how this tool can be helpful or destructive.

Sunday 21st October. Monthly ride, Bennydale loop. Meet BP Service Centre Southern Motorway southbound between Papakura and Drury off ramps 9.00am for a (strictly) 9.30 departure. This ride is 600kms +/- and may not be suitable for riders unused to that sort of distance in one day. Don't be deterred though, maybe join us through to Pirogongia, Otorohanga, or Te Kuiti and then make your own way back home. Whatever works for you, we just want you to have a great day out, don't push your boundaries too far, there's always another day to ride as long as you are alive so ride your own ride. One of our local emails leading up to this will look at a shorter option.

Sunday 4th November. Café run. Destination Café Sole 10 Seaway Road Clarks Beach 2122. Make your own way there for 10am.

Monday 12th November. Monthly meeting. Venue so secret I haven't even told myself yet. Stay tuned.

Sunday 18th November. Monthly ride, destination Tutukaka. Meet Starbucks Westgate 9.00am for a 9.30 departure. The Westgate shopping centre is obvious on your left as you take exit 19A off the north Western Motorway heading away from Auckland Central. Starbucks is hard to miss once you have entered the complex.

Waikato

See Area Rep.

Bay of Plenty

Sunday October 7th will be our club ride to Pio Pio's Fat Pigeon Café again by as many good sealed back roads as I can find, and again there will be an opportunity of gravel in the area for those wanting that. Meeting time and venue to be confirmed by email nearer the date, and as usual always check your emails on the day of the ride to confirm nothing has changed.

Wednesday October 24th will be our social night, yes midweek for a change and at Nautilus restaurant on Sulphur Point meeting at 6-30pm. For those of you who haven't been before it is a buffet style eatery. All you can eat for \$31 per person. Please let me know your attendance a few days prior so I can book. I will send a reminder out one week earlier, hopefully!

Taranaki

See Area Rep.

....Continued on page 25



## Area Reports

### Auckland

August 19th saw a (threatened) weather reduced bunch of us heading toward Waitomo as a destination and as is often the case the adverse weather didn't turn up where we were. A great on-seal ride to Waitomo and a lunch of basic fare was followed by our group splitting in two with half staying on seal and the rest of us hitting gravel for the homeward leg. That simple formula of getting like-minded people together and riding bikes about the place never fails.

The way things have been panning out over recent months it was looking like we needed to change the name of our "Café run" to the "rain ride". When you ride to the café and in all conscience you can't bring your jacket inside because it's so wet and leave the poor thing outside in the rain then it's pretty easy to develop an attitude around rubbish weather. What is so hard about scheduling rain to occur overnight and leaving the daylight hours more or less clear? Anyway, all my crying aside, another good time was had at Karaka General Store and Café; we'll be re-visiting that venue in better conditions, doing brunch and using it as a launching platform for a Manukau Peninsular ride sooner than you might think.

Cyclespot BMW invited us to share an evening with their client base Sept 10th so that event substituted for our monthly meeting. The gathering was held at a venue called the Garage which is a café type setting featuring bikes positioned throughout. If you are ever looking for a success formula just throw a bunch of bikers together in a room populated with bikes and then provide free barista coffee alongside a bit of home baking. A free membership or membership renewal was on offer and this was won by Lew Reynolds, one of our most regular riders. Also up for grabs was an R1200GS donated by BMW Motorrad, this amazing prize was won by long standing member John Mortimer, he's got hours of pleasure ahead as he assembles that Lego model.

The bones of Paerata 2019 are getting fleshed out with detail and it's hard to decide whether to get excited about the finished product to date or to sweat about the stuff that still needs to be done. Starting this month and going forward, the main promo page will feature new images from actual ride routes and highlight aspects of each daily program. A recent revisit of the venue with our volunteer site logistics and compliance manager has confirmed that no documentation or visible signage exists which would prevent either the "Chunky Dunk Pool Bomb Competition" (some of us have undergone years of preparation for this one shot at glory) or the massed start "Slow Bike Race" from taking place. The same exhaustive search of venue conduct and compliance documents also failed to reveal any prohibitive policy around Sumo wrestling. Friday looks all sorted. If you haven't got your Rally registration in yet then it's really starting to look like a good idea to do it now.

That's it from Auckland.

### Bay Of Plenty

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

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

Our social night to Nautilus Restaurant in August failed to eventuate due to the lack of a reminder email to everyone by yours truly, must be getting old eh! However, the first mistake in probably 15 years I reckon is not too bad.

Cont. page 25 ....



Folker at the BMW track Day 17-9 at Hampton Downs.  
(Red GS) Photo: Pieter Smit.

# North - To Alaska!

## Go North The Rush Is On



This is a trip I've just completed in August 2018 - 10,000km Vancouver to Deadhorse at the top of Alaska & return with Rocco's Rocky Road Adventures.

Rocco's Rocky Road Adventures is a New Zealand company based in NZ and Chile. <http://rosco rockyroad.com/>

After shipping our mixed breed of 9 bikes including 2 x R1200GS to Vancouver we arrived after a 13 hr overnight flight from Auckland to prepare our steeds for the 30 day adventure ahead.

Heading north out of Vancouver we had a wee unplanned tour of the city, (read got lost by support truck), until my Garmin 550LM got us back on track to Williams Lake for the night, a big 650km first day. Spectacular mountains, scenery and excellent riding. This became the standard for the whole trip, sublime roads & stunning scenery. Actually, I ran out of superlatives early in the tour as it was so vast, just huge spaces filled with endless trees, rivers, lakes & mountains. The temperatures were up there; 25-35c over the first 2 weeks.

On to Prince George & New Hazelton where we enjoyed a special BBQ of fresh wild Salmon as guests of the accommodation owners. The rich colour of this fish had to be seen and the taste was nothing like NZ Salmon - a special treat.

Next we rode to Stewart, a quirky little place that neighbours with the tiny outpost of Hyder in Alaska. Here 2 of us headed 30km up a mountainous gravel road to view the massive Salmon Glacier from a high pass. On the way down we stopped at Fish Creek passing within metres of a black bear in a clearing - amazing how vulnerable you suddenly feel on a motorbike. There was an enclosed viewing deck nearby to see the Salmon spawning in the shallow river and also the bears scooping them up at their leisure.

In Australia you have to watch for 'roos emus & wombats popping out of the Bush. Here it's a whole different ballgame watching for bears, moose, caribou, bison & wolves which we saw at close range on several occasions. Generally we stopped well back and watched, there was rarely time to get the camera out for a pic, plus you were mainly thinking of a 180degree escape plan.

I met a First Nation politician at breakfast in Fairbanks one day and he was wearing a necklace made from Bear Claws. These are seriously long like 100mm plus, sort of stays in your mind as your riding.

At Dease Lake on our 5th night the settlement was blanketed in smoke from Wildfires which destroyed 36 homes at Telegraph Creek further up the road. The next morning the smoke did not clear for 80km which we thought a big deal but was nothing compared to the last week of our trip where we rode for 4 days & over 2000km in dense smoke, rain and 8c.

Great riding on a good surface to Whitehorse, Tok and on to Fairbanks: -A fair sized city with an Air Force base nearby, I'm guessing fairly strategic in this region, and it was stocked with planes NZ could only dream about.

We also visited the small settlement of North Pole & Santa's House. This was a big setup selling Xmas decorations by the truckload. I met a Christchurch BMWOR member here who looked like he would like to have joined Rosco's Tour - maybe next time.

In Fairbanks we prepped for the push 400km north to the Arctic Circle, Coldfoot Camp & then 2 bikes & support Ute with 4 onboard drove & rode the last 400km to Deadhorse, Prudhoe Bay on the Beaufort Sea. Those of you who watch Ice Road Truckers will be familiar with this road; the infamous Dalton Highway, albeit in winter.

Summer and the gravel roads, plummeting temperatures, snow, rain & mud proved to be a good challenge for both Kel on his 03 Africa Twin & myself on the 1200GS. Luckily we ran reasonably knobby tyres TKC 90 up front & a 70 rear which gave us a bit of much needed traction. We still sledged, shimmied & skated around. It was bitterly cold for the last 300km





after the 5000ft Atigun Pass.

There is absolutely nowhere to shelter from the elements, not a tree, building or hill, nothing, plus we had 20 mile sections of road works following a Pilot Vehicle. You just have to guts it out. 3 pairs of gloves, heated grips, 5 layers of clothing, Balaclava, Rain jacket, were barely enough protection for 9 hours in the saddle at these latitudes.

Knackered when we arrived at Deadhorse camp accommodation, warm buildings, hot coffee, shower, down jacket and a hot meal were the order of the day and soon restored our spirits.

The rest of our crew in the support truck had a reasonably comfortable ride although somewhat bouncy on the dirt roads listening to their favourite CDs - probably country & western.

Kel & I tried not to think about the ride back facing us the next day and the grim weather we might face.

The next day was 5c & overcast as we boarded the tour bus for a guided trip around the oilfields and out to the Beaufort Sea. The Arctic Ocean was 2c when I changed into my togs for a wee swim along with Brad from Texas & Christy from Costa Rica the only ones game enough to do it. What a hoot, my feet were numb but the blood rushed back to heat my body or maybe it was the site of Christy in a racy bikini in the middle of nowhere - lol. The rest of my crew were trussed up like Eskimo Nell.

Anyway we 3 received Certificates as proof of our madness 500km north of the Arctic Circle.

Deadhorse has a population of oil workers totalling 3,000. The Airport is as big as Auckland and very few have ever driven the Dalton Highway as they fly in and out. The oil is pumped from 9,000 feet below the permafrost and is 140 degrees Fahrenheit when it reaches the surface. It is then pumped unrefined 1200miles through the Alaskan pipeline to Valdez from where it is shipped around the world.

We paid US\$5gallon for petrol up here as it is trucked in from Fairbanks or Anchorage. Further south it's US\$3.43 gallon. After fuelling up & checking out the Carlisle Trucking depot to see if we could see Lisa, Pork-Chop or Rick from Ice Road Truckers - no luck , must be on the beach in MAUI.

We headed south fully kitted up for battle, however the weather just got better & better. Road was dry & temp a tropical 11c. This was a day to savour, stunning views of the snow capped Brooks Mountain Range, the pipeline, huge rivers & green valleys. After the hell ride yesterday we certainly appreciated it. 'What a diff'rence a day makes' as the song by Dinah Washington goes: Does it ever! Coldfoot Camp for the night then 400km of gravel back to Fairbanks, washed the bikes, Chinese meal, an ale or two and it's all good.

On to Denali for the next night - tourist central, top group meal in a Croatian restaurant & the accommodation was right up there. The next morning we rode the first 200km in heavy rain. All I can say is unfortunately we didn't see the 6,190m Mount McKinley/Denali. The Scott rain gear was worth every cent once again & some riders found their gear substandard big time.

We rocked into Anchorage looking forward to our first day off which we spent visiting the BMW dealer to check out their bikes, Cabela's the massive hunting & fishing store with every kind of previously beautiful but now stuffed animal on display, then downtown to watch a film on the Aurora Borealis.

Dinner tonight was a BBQ 'inside' the Alaska Leathers Motorcycle Shop where the generous owners Barb & Victor (friends of Rosco) put on a top night. It's not every day you get to party inside a bike shop.

Next we headed east on our figure of 8 journey towards Copper Centre, passing the massive Matanuska Glacier enroute. It was an 8c ride and a cafe stop for a Hot Chocolate & apple pie sorely needed.

Copper Centre was as quirky as they come. The Accommodation left over from the pipeline construction days , an unusual collection of stitched together buildings with a large model railway wending its way around the property - I kid you not.

After a BBQ dinner we headed to the bar, with '50s Jukeboxes, pool table and characters from 'the land that time forgot.' Some excellent ales on tap, competitive pool, '70s music including Copperhead Road, the Stones etc and the night was a ripper. - In the middle of absolutely nowhere.

Another days ride to Tok then the famous Top of the World Highway to Dawson City. Wow! About 300km of hard packed gravel across the ridge tops, big sweeping vistas. The free vehicle ferry across the very fast flowing & mighty Yukon River to Dawson City brought an end to a magic days ride.

Dawson City is as it was in 1898, dirt roads, boardwalks & classic original buildings. What a great place to be & we had a rest day tomorrow to look forward to. The Downtown Hotel was our digs and its Jack London Bar the place to be.

A pound of Chicken Wings in BBQ sauce (\$12) & a couple of pints of Alaskan pale ale were the go for an afternoon snack/dinner. I visited the Jack London Museum next day for an Interpretive Talk, then a tour of the Govt buildings and City museum was well worthwhile.

Another day here would have been good, to see the Bonanza Creek Diggings & Dredge No 4 insitu. To see the scale of the Tailings as we left the area was incredible and left huge scars on the landscape.

Carmacks Hotel was our next stop after a long days ride alongside the Yukon for some of the way. This river was an integral piece of the Yukon Gold Rush History at over 3,000 miles long.

Here we split into 2 groups, the road riders & the 3 Adventure riders plus support Ute carrying spare fuel. We had a 650km day ahead of us including 450km of Gravel. And what a day it proved to be.

Top roads and scenery, blue blue skies, Lenticular clouds, trees, lakes and more trees. Then a puncture for me - 145km from our planned night stop in Watson Lake.

Fixed the puncture and back on the road in an hour but my riding buddies had carried on, oblivious to my fate.

Another 90km and the situation was changing big time. Wildfires closed the road ahead & behind. It was spectacular to see close up a 15km fire front, massive fireballs exploding, flames 200 feet high, dense smoke & moving at speed. We are out of here, back the







'I'm a 1950's Girl!' : <https://www.youtube.com/watch?v=kxZ1NJvo8iY>

### **Canterbury Report Hop**

A brief report from a small group who travelled to Kaikoura to view some wonderful machines of the 4 wheeled variety. Sadly only a small contingent from the Canterbury Club headed up to the Kaikoura Beach hop. I say sadly as the weather was perfect, the cars and trucks superb and the ride was most enjoyable. Let the photos say it for me.

Take your pick .....







1

way we'd come passing a huge black bear sitting by the road.

We found a road workers camp in a huge gravel pit where they kindly took us under their wing, fed us, gave us a room each & let us use their minimal wifi to get a message to the others. We were as safe as we could be. No cell phone coverage here. They said choppers would haul us out if the by now three fires around us got too close , which fortunately they didn't. Next morning after a four hour wait on the road we were escorted thru the 5km long fire corridor of dense smoke and flames. Happy to reach Watson Lake and catch up with remainder of the crew including my two riding buddies who had just gotten through ahead of the fire, jumping two rivers and the road. That night after dinner I presented them with the Condom Award (including a small condom each) for a couple of dicks to protect anyone else from catching the insidious Jacks Disease - as in, 'I'm alright Jack' (movie). It was well received by the group and point made. Fortunately in this case it was only a flat tyre but they



2

had no idea what had happened when they continued on for 145km without checking & as Rosco said they had eaten a fair chunk of Guilty Pie in the 16hours we were trapped. Always look out for your mate in the mirror.

We had to lay up here as all roads south were blocked by huge fires and not safe until the following day. These are serious wildfires and the nearby settlement of Lower Post 30km away, had 40 homes destroyed and everyone evacuated.

The next 4 days & 2,300km was spent riding in heavy smoke, 8c temperatures and rain at times all the way to Kamloops through what should have been some of the best scenery in the Canadian Rockies. Kamloops to Vancouver, - 550km of sun, blue skies and winding roads down the Thompson & Fraser River valleys. The last 60km into Vancouver was hectic motorway traffic - not fun but had to be done and we all arrived together at our hotel.

Last day: - we cleaned the bikes meticulously and rode them to the Freight Yard to be loaded into our container.

The final night's group dinner was good fun and a fitting end to a well run tour.

Many thanks to Rosco and his support crew. Rosco's Rocky Road Adventures runs several tours in North & South America with many repeat clients. It was great to ride with old friends, make new ones and experience top riding and scenery.

10,000km may seem daunting to some but if you have enough rest days, are well prepared and enjoy it, it's no biggie.

Ian Macartney Northland



3



4

Photos, this page, clockwise frontleft-top:

1. Know where you are. (One.) Ian's bike on the right.
2. Totem pole.
3. Derelict vehicles are everywhere.
4. Know where you are: (Two.)





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So the age old debates on clothing, boots, tyres & bikes rage on.

What did I take, what worked and what didn't, did I take too much, too little? It all comes down to your experience of what works for you and your budget.

Riding Gear:

Jacket. Klim Carlsbad - this jacket is much lighter than my previous Badlands Jacket (which I wrecked in an off), more flexible and still waterproof. This jacket does not let water in at all but does rely on layering of clothes as it's not warm. However wearing a Scott rain jacket is good insurance, keeps the cold & wind-chill factor at bay, and is highly visible.

Pants. Klim Badlands - only wore these, 100% waterproof. Icebreaker Merino 200gm long-Johns underneath if it was cold. (NB: Before leaving I was tossing up whether to take my BMW Rallye 3 Gear or the Klim.

Despite the waterproof label the BMW Gear is not waterproof in my experience however it's definitely comfortable, has good armour and is well ventilated in hot weather. In conjunction with a Scott rain jacket and Pants it's a proven touring outfit. I think wearing a waterproof inner liner is absolute rubbish, as the outer jacket gets soaked and acts as a cooling jacket - dangerous in extreme conditions. Using an external rain jacket keeps you warm and dry and is cheap insurance.

Also wore LD (long distance) Comfort Shorts which I bought from the US years ago after meeting an Iron Butt rider in the Australian Outback.

This trip I wore a long sleeve X Bionic Moto Energizer long sleeve top (snowinn.com) as my base layer. This was recommended by Rosco so I gave it a go. They are a very technical garment and not cheap. They maintain your core body temperature no matter the ambient temperature. (That's what it says on the packet and I'd have to agree.) I'd say it worked well although I'm still a fan of Icebreaker tops & T Shirts plus Swazi microfleece which I also wore on this trip. The Swazi always 'feels' warm and bulky although I should have taken the heavier one but it was a trade off with packing room.

My last line of defence was a Columbia lightweight 850 Turbo Down Jacket. I didn't actually wear this when riding which was my original plan but did most days off the bike. I bought it from Amazon for US\$89 pre-trip and it was well worth it as it packed very small.

At the BMW Shop in Fairbanks I did purchase a Windproof Motorrad Heated Vest which was on special.

I'm now sold on heated gear and have just bought a pair of Heated Gloves from NZ supplier Southern Tough in the South Island. Wish I'd had these on the trip as gloves were my weak point.

Gloves. I carried;

BMW Goretex Gloves - not waterproof but very comfortable BMW GS Pro gloves - good when it's warm.

Icebreaker Merino liner gloves.

Klim Togwotee Goretex Gloves including Polarfleece Liners. These are also for snowmobiling but were borderline waterproof & not that warm when it was 0c degrees, snowing and raining.

Freezer gloves from Blackwoods Safety. \$17 - not expensive. backup pair: OK. Rain-off Gloves from supplier Andy Strapz around \$80. I've used these for years and they're an over-mitt that keeps you dry if you get them on in time. These are bulletproof and recommended, don't take up much room.

NB: I should have carried a thicker heavier leather pair or heated gloves. Not funny when fingers numb in the Arctic.

Boots. - BMW Waterproof Santiago Adventure Boots. Yes they're overall a good all round boot, comfortable to walk in but they were at their limits and damp at the back at times where the stretch material is. For boots, they were a popular choice, performed well and represent good value.

Helmet. - new Shoei Adventure Helmet. Excellent Helmet. One of the main reasons I bought this was the fit, weight and the way the Visor Locks firmly into each position unlike my Schuberth C3 Pro which is loose and flimsy although it's soundproofing is excellent. I personally prefer a peaked Helmet when touring to keep direct sun at bay.

Another option I'd recommend is the Arai XD4, bit heavier but good value.

Buff neck scarf and a windproof neck shield were crucial when it was bitterly cold. Unfortunately I left the heavier Pro Rider neck tube behind which I really could have done with.

Balaclavas - Merino plus a heavier polarfleece one.

Earplugs. - Mighty Plugs from (earplugsonline.com) 12 pair for US \$29.95 including freight to NZ. Best thing I've ever used, mould to your ear & stay there. Pair lasts about 4 weeks of daily use.

Socks. - heavy work socks, Nike Dri-fit, Moto Skiveez Riding pressure socks.

The Warehouse sells an excellent heavy thermal sock which is a good cheap option.

Sunglasses. - I had a cheap pair of light changing Transition glasses with dust seal. Brilliant to wear in changing light conditions. I like to wear glasses behind the Clear visor as it's amazing what gets in sometimes. This trip we got nailed by some huge 100mm dragonflies.

It never ceased to amaze me how people spent a considerable amount of money going on a trip like this then don't prepare by buying even a cheap raincoat or over-gloves to stay dry. It makes for pretty long and uncomfortable days in the saddle.

This also goes for choice of bike. This ride had some varied road conditions to endure and most people handled it pretty well on their road bikes.

I was very happy with my 2012 oil cooled and shaft driven GS with heated grips, custom Riders seat, LED driving lights. and a decent screen. It was definitely the bike for this trip. Fuel 4.8-5.4 litres per 100km, effortless cruising. I used a TKC 80 up front and a TKC70 on the rear. 4 bikes were using TKC70s which lasted the 10,000km. Another trip and I'd probably look at the latest Mitas EO7 due to its reported extended mileage and 50/50 bias.

My Garmin 550LM was an invaluable tool which can save you time and money. I've had this GPS for over 3 years now and pre trip

loaded the US/Canada maps. It helps you monitor mileage and speed, find fuel and food enroute and your Accommodation at the end of a long day. This is one of the best items to have on a tour. Many people rely on their phone data and Apps like maps.me, in route, Google etc but these often failed at crucial times for some. Riding around like a headless chook in 5 o'clock traffic looking for your Accommodation isn't fun as many found out. Vodafone Roaming Plan at \$5 day is totally practical and good value. So easy to use your own phone and you don't rack up crazy bills.

All my daily clothes were in a removable 25 litre Touratech dry bag which worked well. I secured it safely and quickly with 2 x ROK Straps my go to strap.

Inside, clothing was packed in Kathmandu Cell bags.

The 19 litre Wolfman bags which always stayed on the Bike carried Tools, spare Oil, WD40, tyre compressor, puncture repair kit, large First Aid kit, rain gear and spare gloves.

NB: Leave empty space in the bags before you start the trip. .

**Bike Cover** - a waterproof, black colour is good. It literally hides the bike in plain sight at night.

I didn't take a Camelbak this trip although I'm a big fan. I always carry Squincher Electrolyte Sachets (from Blackwoods Safety) which I put into bottled water of which I usually carry 2 x 600ml. Also carry a small \$7 Kmart Thermos for hot drinks.

I took 2 packets of OSM (one square meal) - these are a lifesaver and nice to share with fellow riders. I always travel with these as they can keep you going in isolated areas.

Wurthers Original sweets are good comfort food, good to share as well and break the ice with others.

The lockable Topbox carried my small Backpack/Grab Bag. This contained passport, paperwork, money, Travel Insurance, iPad, Chargers, converter plug, Kindle, underwear and T shirt, Spare toothbrush. This bag is important if you have a mishap and have to leave the bike; you then have everything you need to survive and to call or message family and friends, photograph and email medical reports etc to Insurance company. From personal experience this is critical.

**NZ souvenir gifts.** - I always carry a small selection of gifts to use as a thank you. When we were trapped by fire in the Roadworkers Camp it was nice to give the Kitchen Ladies some Paua bracelets and earrings. Always have some emergency cash as well, as we gave the boss some money for beers for the workers which they very much appreciated. Pay it forward and think of the next traveller who might need help and don't be a bludger.

The \$2 Shops have plenty of NZ Stickers to give to other riders or stick on their bikes while they're having dinner; I also have my own Motokivi stickers for leaving on Bikers signs or swapping.

\$50 worth of gifts last for years and goes a long way.

Hopefully the above list is helpful. Everyone has their own style or preferences. This trip was very different for me as we shipped our own bikes whereas I usually hire a bike or it comes with the Tour Package. There are definitely pros and cons which I'm not going to debate here. Let's just say you need to have 100% preparation and confidence in your bike as there's no backup if it fails. An R1200GS LC is the same everywhere if you're hiring one.

I think I had mostly the right amount of gear on this trip; it's hard to cover 0-34c but best to prepare for the worst and not need it.

### Rosco's Rocky Road Adventures link:

<http://roscosrockyroad.com/>

I received an email from my local council promoting the Motorcycle Awareness Week. It was rather a bit late, but I thought 'surely any time could/should be motorcycle awareness week!'

Dave - Editor



Put Saturday 10 November 2018 in your calendars, with a choice of two 1,000km Cruise rides on the same day.

One ride will start and finish in Wellington; the second will start and finish in the Hamilton area. The routes for each will be different, with briefing, instructions and checkpoint information sent to registered riders one week prior to the event. Pillion riders are allowed on the 1KC. There is no formal scrutineering of machines. Riders are expected to ensure that they and their bikes are legally roadworthy.

These are social rides, with plenty of opportunities for riders to stop and yack with each other. After-ride hospitality will be available at a pre-arranged venue. There will be commemorative badges and certificates awarded. Proceeds raised will be donated to Muscular Dystrophy New Zealand.

1KC rides start and finish on the same day. Riders usually start from 6:30am until 7:00am. Most are generally home by 8:00pm, with stragglers returning at up to 10:00pm.

More details about these two rides and a registration form can be found here:

<http://www.distanceriders.org.nz/the-1000km-cruise-the-1kc.html>

LOOK  
OUT!  
MORE  
BIKES  
ABOUT







## BMW Motorrad presents autonomous driving BMW R 1200 GS.

Here is the story of the riderless motorcycle shown recently on TV1 'Seven Sharp.'

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.



Links:  
<https://www.press.bmwgroup.com/global/article/detail/T0284901EN/bmw-motorrad-presents-autonomous-driving-bmw-r-1200-gs-outlook-on-the-future-of-motorcycle-safety-and>  
: <http://www.youtube.com/BMWGroupview>



# BMWOR Annual Rally and AGM

## Paerata 2019

(50KMs south of the madness)

Proudly hosted by the Auckland Area BMWOR



### **Wesley College Paerata (It's like nature and green and stuff with cows and butterflies.)**

The venue, Wesley College, provides a practical, fully catered location with ready access to sealed and unsealed roads and recreational options a plenty without having to negotiate the JAFFA madness.

Organised rides will include seal and off –seal riding on some of the wonderful coastal rides and scenic vistas that the west coast, Manukau Peninsular, Cc omandel and the Waikato has to offer. There's a smorgasbord of stuff that you can select to join in wi or head off and explore on your own.

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

Pukekohe township is 10 minutes drive and has much to offer those looking for shops, markets and galleries. It is about 15 minutes drive to the train station to journey into Auckland and explore the city or catch the Ferry to Waiheke. There will be opportunities for non riders and partners to visit local gardens, cafes, winery tours, Waiheke Island, hiking tracks and walks etc. Look for updates as we get close to the event. **Registrations are open, with options for live in and locals to attend daily.**







**Registration Form: 2019 Annual BMWOR Rally**

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

<b>Name of registered member</b>		
<b>Address</b>		
	<b>Postcode:</b>	
<b>Contacts</b>	<b>Mobile:</b>	<b>Phone:</b>
<b>Email</b>		

<b>BMWOR number</b>		<b>Area</b>	
---------------------	--	-------------	--

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

**Memorabilia: BMWOR Annual Rally Paerata 2019**

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

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

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

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

**Reference with** Name - \_\_\_\_\_ BMWOR member number \_\_\_\_\_ Rally2019

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

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

**Health/ dietary concerns that are pertinent to this event.**

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

**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.

# Paerata 2019

## What's on the menu Friday 11th Jan?



**Chunky Dunk Pool Bomb Competition:** Points will be awarded for artistic interpretation, attire and displacement.



**Sumo Wrestling:** Find your inner warrior, unleash your primal self.



**Win cash and sponsor products**

**Slow bike race:** Show us how slow you really are, do you have what it takes to be the ultimate loser. No, you can't push your bike and no, we won't be accepting sidecar entries.



## **SOUTH ISLAND RAG RALLY**

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

**Friday 26 – Sunday 28 October 2018**

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

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

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

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

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

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

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

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

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

Look forward to seeing you there.



# The Rise and Fall of EMW (Eisenacher Motoren-werkes)

Dave Morris

In our part of the world, New Zealand, we are a long way from the hub of Western style civilisation. One look at a country like Germany will reveal that aspect very quickly. To us a very old house is 130 years old in Germany a very old house could be 500 years old.

Great composers like Mozart and Beethoven were born in the late 16th. Century: New Zealand was not even settled by the Western World at that time.

History is an evolving thing. It is created layer by layer: Overlapping piece by piece. It is something that happens un-noticed. So many things have happened in Europe that we will simply never get to know about.

This then is a story of a European car and motorcycle business and how it evolved: A business that is part of European history and their products were never exported to our country.

Let us travel back in time and start our trip at 1840.

1840. 17th. November to be exact. A Heinrich Ehrhardt is born in Zella St. Blasius, Germany. One influence in his life was to be his uncle Johann. Johann Heinrich Ehrhardt was an inventor and manufacturer of locomotives and had a factory in Chemnitz in the east of Germany.

1860's. Heinrich was studying and working in Chemnitz in the huge Richard Hartmann Ag conglomerate.

1878. Heinrich founded a metal and arms company in Zella St. Blasius.

1890's. By the time he was 50 he had no less than 120 patents registered in his name.

1896. December 3rd. Heinrich founded a vehicle company in Eisenach, Thuringia, as a public company initially to build bicycles and war equipment.



1898. Eisenach embarks on automobile manufacture. "Fahrzeugfabrik Eisenach" was the third German company to manufacture automobiles, after "Daimler" and "Benz". In order to reduce the lead over the other two companies expediently, he acquired the license for the construction of an already proven motor vehicle in France: The Decauville. Branded as Wartburg (after the town's castle on the hill) it was powered by a two cylinder engine. Ehrhardt's son, Gustav managed the factory. A compliment of 1,300 workers put this one of the largest businesses in Thuringia.

1899. The first "Wartburgmotorwagen" left the production site at the foot of the Wartburg and 22 "gold medals" and "first prizes", obtained in motorsport competitions, already testified in the first year of production of high quality.

1903. The Ehrhardt family withdrew from management due to financial losses and also because the license to build Decauvilles was revoked. The company then changed the name of vehicles to Dixi from the Latin translation 'I have spoken'.

1904. Now, a one Willi Seck was appointed chief engineer. For the Frankfurt Motor Show of 1904 vehicles from Eisenach were launched as 'Dixi'.

Dixi is well known from its association with Baby Austin 7's.

1914. At the outbreak of the First World War production was limited to army requirements.

1927. The English "Austin Seven" small car was produced from 1927 as a left hand drive in Eisenach and branded as "Dixi DA1".

1928. The company, "DIXI Fahrzeugfabrik Eisenach" is taken over by the "BMW AG München" in November 1928, the trademark of the previous "DIXI" small car changed badges as a result of this in 1929. With good reason one can call this moment the birth of the world-famous and popular "BMW automobiles".

1931. Production of the 25,000th BMW 3/15 was celebrated with the handover of the car to its buyer.

Only two years later, in Eisenach, under the white-and-blue sign, a new, promising generation of vehicles was built, the BMW with 6-cylinder engine.

The first vehicle in this series bore the designation "BMW 303".

As a result, until 1941 such well-known car types as BMW 315, 319, 327, and 328 were manufactured.

Special attention was drawn worldwide to the "BMW 328", as it raced into first place, race after race, on the European race tracks. (The BMW 328 has now been added to the elite BMW 'Homage' collection.

Due to the Second World War, the total production in Eisenach switched exclusively to the war effort. As a result, the Eisenach factory became a target and was destroyed in 1945 to 60 percent. Nevertheless, the post-war production of the BMW 321 and the motorbike "BMW R35" began in November 1945. The first new model after the war was the BMW 340.

After the handover of the public enterprise "AWTOWELO", which was run until 1952, the introduction of a new company logo in connection with the new company name "VEB Automobilfabrik EMW Eisenach".

1952. Due to the ever-increasing material shortages smaller cars with less material use were introduced.

From 1953 to 1955, for the first time, vehicles with a 3-cylinder/2-stroke engine and the designation "IFA F9" were manufactured in the "Eisenacher Motorenwerke".

Under the new company name "VEB Automobilwerk Eisenach" (AWE) a completely new type of vehicle was created in December 1955, which was also equipped with a 3-cylinder/2-stroke engine. This vehicle, was manufactured in 11 model variants until 1965, and branded, 'Wartburg 311'.

Unfortunately, the production of other prototypes during these 10 years did not go beyond the prototype stage and the development of a 4-stroke engine, which had been intensively pursued since 1957, had to be stopped by order. For example, the "Wartburg 353", which was produced as standard from 1966, was still equipped with a 2-stroke engine. Although many successor models and drive units were successfully tested for this type of vehicle as well, 1,224,662 vehicles of this type left the assembly line of the "VEB AWE" until 1988 at the instigation of "competent" positions in politics and business. With the installation of a manufactured in-license 4-cylinder/4-stroke engine from 1988 in the car "Wartburg" the body was only slightly changed and the type designation was from this point "Wartburg 1.3".

When, on April 10, 1991, the 152,775th "Wartburg 1.3" left the now historic factory floor for the last passenger car ever produced, the liquidation of the third-largest automobile company in Germany finally began.

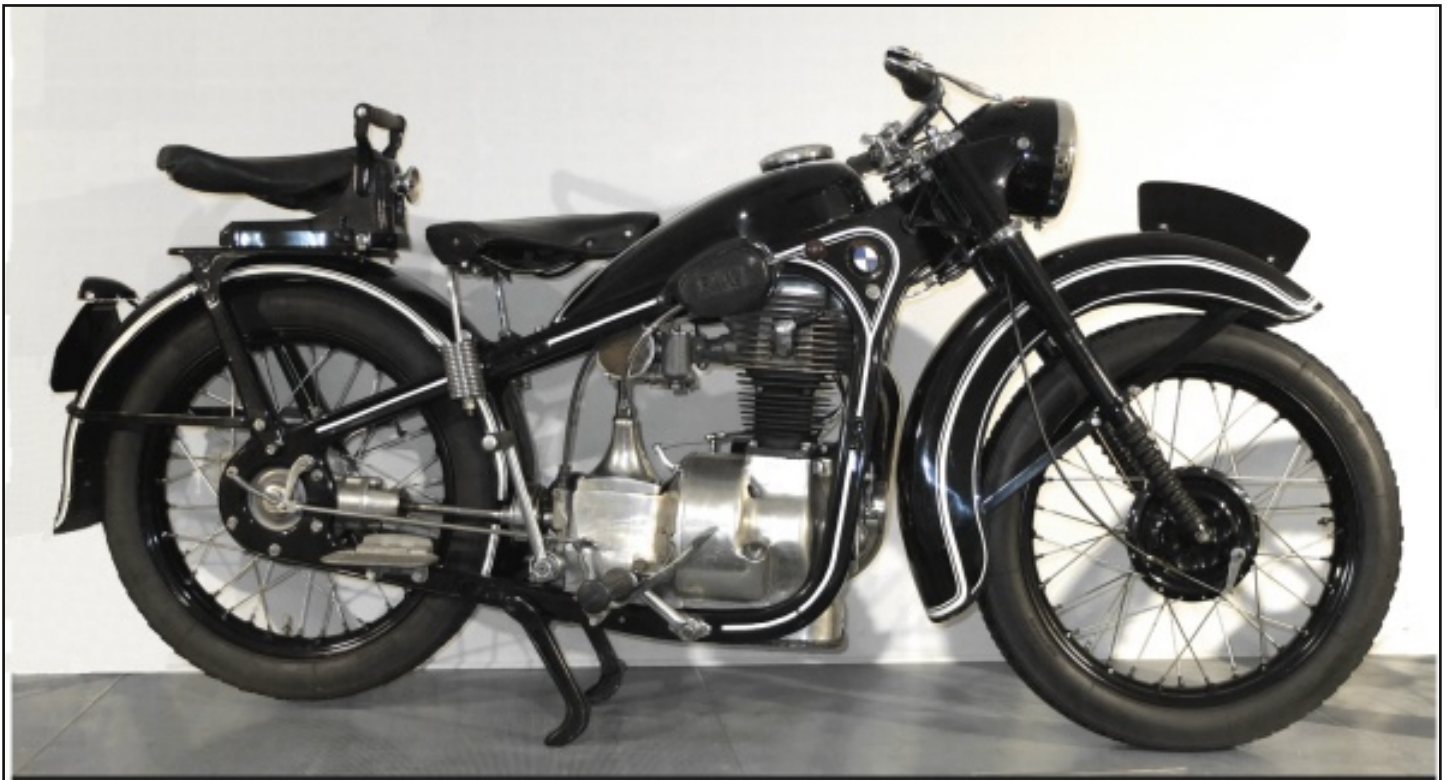
\*\*\*\*\*

1990

However, this did not mean an end to the automobile construction tradition in Eisenach. The political change in East Germany had already led to a far-reaching commitment of the Adam Opel AG in the Wartburg city at this time.

On October 5, 1990, just two days after German reunification, the first Opel from Eisenach, a Vectra, had left the assembly line. On September 23, 1992, the new Opelwerk, marks began production. Opel Eisenach GmbH, is one of the world's most productive and innovative production facilities and employs 2,000 staff.

\*\*\*\*\*



Compare some differences:

Above: 1938 R35

Left: Post 1953 R35-3

Badge different colour.

Note rear suspension at axle.  
spring under seat.

Front mudguard. (Under pinstripe)



... Continued from previous page

### The EMW R 35 Motorcycle

The EMW R 35 was a motorcycle of the Eisenach engine factory, which was based on the BMW R 35.

#### Prehistory:

The Bayerische Motorenwerke developed in 1937 the BMW R 35 with a single-cylinder four-stroke engine, 340cc and 14 hp. The R 35 was designed for use by authorities, police and military. It was considered extremely robust, tough and above average reliable.

Because of the concentration of aircraft engine development in Munich, the entire motorcycle production was relocated to the then BMW factory in Eisenach, Thuringia, in the Second World War. The production of the R 35 was stopped in 1940, as it no longer met the requirements of the Wehrmacht. At the end of the war, the Eisenacher BMW plant was severely damaged, but the machines had been stored in good time together with parts inventory in the surrounding shafts of the potash mines. Among them were also parts sets for about 1000 BMW R 35, but without frame.

On 3 July 1945 Eisenach became part of the Soviet occupation zone: They were on the east side of the city's divide. Under Order No. 93, "to ensure the release of new passenger cars and motorcycles in the vehicle and machinery factory in Thuringia", production for reparation to the Soviet Union resumed in November 1945. It was ordered to make motorcycles from the stored parts. The plan for 1945 determined the production of 70 motorcycles, but actually only 16 pieces were manufactured. 220 pieces of BMW R 35 could be assembled and handed over to the Soviets.

On September 15, 1946, the plant was incorporated into the Soviet joint stock company Awtowelo. For the years 1946 to 1948 there are no reliable quantities. In 1949, 4,250 BMW R 35s were built in Eisenach. First, only authorities and the FDJ interest group Motorsport (since 1952 known as Society for Sports and Technology) were supplied with these - still bearing the BMW emblem; From 1949 they were also available for private customers.

From the early 1950's the bikes were improved with a telescopic fork and a modified front fender. In addition driver's seat was improved with external levers (instead of inner levers), and compression springs, instead of tension springs. At the end of the year, the fork got a hydraulic damping (oil shock absorber) and a modified transmission with contemporary foot control.

With an order from the district court in Duesseldorf dated 17 November 1950 the Eisenach factory was sued for the use of the name, BMW.

In April 1952, the Soviet State Corporation, Awtowelo was dissolved and the factory became the property of the GDR, and EMW now stood for the Eisenach engine plant; The logo white-blue changed to white-red in the emblem. The Company was state-owned. By then, 17,000 vehicles - most of them motorcycles - had left the factory.

#### EMW R 35/3

For the R-35, production continued with the brand logo sporting the red quarters and the wording, Eisenacher Motorenwerk.

There were some more modifications too, EMW R-35-3 became the designated model name and the frame was lengthened, reinforced from 2 to 3 mm and provided with a damped straight-way rear suspension. The seats are different. The Awtowelo BMW R 35 had two springs on the outside of the leather saddle, while the EMW R-35-3 has a central spring on the rubber saddle; other differences are also on the fenders.

EMW as a trademark ended with the discontinuation of production of the car types 327 and 340/2 and the motorcycle R 35/3 in 1955. Of which 13.700 R 35/3 were produced. Motorcycle production was completely halted in Eisenach.

Of the R 35/3 about 50,000 to 66,000 units are said to have been made, the sources are contradictory. Of the post-war BMW/EMW R 35, a total of around 90,000 units were manufactured, of which around 27,000 were exported.

### Technical data

	<u>Awtowelo BMW R35</u>	<u>EMW R35-3</u>
design type	Single cylinder	
construction time	1945-1952	1952-1955
'landing' gear	Fork: like pre-war	Rear suspension added
engine	OHV	
drilling	72 mm	
stroke	84 mm	
capacity	350 cm <sup>3</sup>	
power	14 hp (10 kW)	
V max	100 km / h	
tare	155 kg	170 kg (w/trailer: 235 kg)
total weight	350 kg	365 kg (team: 460 kg)
tank capacity	12 l	
consumption	3,5 l / 100 km	



#### References:

Photo and R35 text used with permission: Wikimedia Commons

EMW R35, Date September 4, 2004.

first uploaded to wikipedia on 17:26, 26 Apr 2005 by Dirty Harry. Author Harald Spiegel

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A road less travelled. Alaska. Story on page 17.



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### Rangitikei

14 October. Ride day. Bulls, Hunterville, Cross Hills Gardens at Kimbolton, (Cafe and botanical experience), then home. Details will be emailed out prior.

28 October. Brunch. Woolshed Cafe, 11am.

East Coast See Area Rep.

### Wairarapa/Wellington

Note – In addition to the events noted here we also undertake ‘Impromptu Rides’ these are offered via email to the membership with a couple of days’ notice when the weather looks like being favourable.

Monday – 08 October - Club Social get together - Petone Working men’s Club from 6:00pm

Sunday – 14 October – Monthly Club Ride to Pongaroa Pub - Lunch

Monday – 12 November - Club Social get together - Petone Working men’s Club from 6:00pm

Sunday – 18 November - Monthly Club Ride to Kimbolton Pub – Lunch

Monday – 10 December - Social get together - Petone Working men’s Club from 6:00pm

Sunday – 16 December - TBA

Nelson See Area Rep.

### Canterbury

RAG rally at Geraldine Top 10 Motor Camp October 26-28. See page 10

Otago/Southland See Area Rep.



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### Area Reports

.... Continued from page 7

September’s club ride to Kawhia turned up eight bikes and although there was some fog in the Waikato as often happens, it wasn’t thick enough to ruin the ride and the roads were nice and dry enabling a great relaxed ride for all. Unfortunately, the original day of Sunday had to be moved forward one day to Saturday, which no doubt frustrated some people, however it proved to be the right thing to do, as Sunday was a complete wash out!

### Rangitikei

At last we appeared to have a spell of settled weather so hopes were high for a good day out on Sunday 9 September. We gathered at a coffee shop at Summerhill New world carpark and after greetings and a chat off we set at 10am: destination Martinborough.

Having negotiated the Pahiatua Track and some remarkably shoddy seal patching on the way up we turned east from Pahiatua onto Mangaone Valley road. The road was quiet apart from one flock of sheep and led us to Pa Valley Road then onto Route 52. Here we caught up to a hardy group of half a dozen Vespa and Lambretta riders heading home to Wellington. They were getting along quite nicely.

The temperatures were around 10C and a cool SW airflow dashed any hopes of a nice warm journey. My heated grips stayed on all day.

Arriving in Masterton we skirted around the eastern edge of town heading through Gladstone and stopping in the lovely little square that is the middle of Martinborough. Lunch soon followed.

Travelling away NE from Martinborough took us through Ponatahi and Carterton and we took a coffee break at Eketahuna. Here Robin joined us having seen the parked bikes as he travelled home from officiating in a cycle race around Lake Waiarapa. Coffee finished it was around the back via Mangamaire to the Pahiatua Track again and then home.

It was a great day on the bikes, just a wee bit chillier than we’d hoped for. Roll on summer.

### Wellington/Wairarapa

- Destination Ride – The future of Destination Rides is being reviewed due to a low level of interest being shown by the local membership. Happy to consider any suggestions from members as to what they would like to see introduced to make these rides more attractive.

- Monthly Club Ride – Is on Sunday 16 September and features a sealed road ride up SH1, SH57 over the Pahiatua Track and via back roads to the Lazy Graze Café in Eketahuna

- Monthly Club Social Get Together – This was on Monday 10 September at our usual venue the Petone Workingmen’s Club. Guest Speaker - We had a guest speaker, Member Keith Thomson, who followed up his August presentation on his recent ride through Northern Greece, Bulgaria and Romania with a presentation on time spent in Thessaloniki in Northern Greece and his ride through Albania and Macedonia. Both of Keith’s presentations were accompanied by a range of slides of both historical sites and geographic scenes. Keith is very articulate, professional speaker keeping the 15 members who attended fully interested and he was asked a number of questions. Thanks again Keith for a very interesting professional presentation on an area of the world that not many of us had visited at all or in recent times – brilliant.

Peter Nash

### Canterbury

Feature on page 10.





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Hans Ericsson



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