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NEWSLETTER

SEPTEMBER 2019

BMW Motorcycle Club
Aotearoa New Zealand





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New Members

We hope you'll take part in many of your local and national events. Your Area Rep will be pleased to introduce you to other members in your area. Our monthly newsletter is an open forum for all members. If you fancy having a story (and photos) published about your ride, the rebuild of your bike, a book you might have read or a movie you have seen lately, or just want to get something off your chest about how the club is going, then get in touch with the Editor no later than the 15th day of the month preceding publication. We welcome your contribution.

Simon MARSHALL - WELLINGTON
Rex EADE - CENTRAL OTAGO
Liang ZHANG - WELLINGTON
(Alick)

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 of NZ. Publication of all material is subject to the Editor's discretion. Photos are courtesy of article authors unless otherwise specified.

Cover: Lyndon Road
Photo: Garry Williams



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Presidents Podium

Garry Williams

Typically crisp, clear days in Canterbury over August saw the bike out more often than the rest of the winter months together. Can't help feeling it's colder than usual for this time of year though, maybe that's just a function of ageing. Last month, Alan Ladbroke kindly lent me a pair of Hippo Hands to try out and I must say they make a world of difference, he may not actually get them back.

For some, September marks the start of the riding season proper whether that's after a winter lay-off or taking the opportunity to ride more often or for longer. Ride Forever has declared September "Motorcycle Awareness Month" because it's this time of the year that motorcycle crashes, injuries and fatalities pick up as more and more riders get out on the roads. Riding is also becoming more popular and this increases the likelihood of motorcycle-related crashes, deaths and injuries. When you figure that we account for less than 3% of road traffic, but 17% of deaths and 10% of injuries are attributed to us, you can see the problem. This year, 22 riders have died in road crashes already.

While Ride Forever continues to do its bit with rider coaching, there's a pressing need to improve these statistics. The Motorcycle Safety Advisory Council (MSAC) and local councils are supporting Ride Forever with this promotion and there's more information on Ride Forever's website.

One way you can commit to motorcycle safety is by signing up for a Ride Forever course. The courses are heavily subsidised by ACC and emphasise increasing skills to get the most out of your ride. And if you are taking your bike out of storage for the coming summer, give it a once over to make sure it's road ready.

You might want to also take an opportunity to check your insurance is up to date, or switch to the Club's Aon if you haven't already. This is only available through Aon's Tamaki office and, if you call, you'll likely end up talking to Account Broker, Jodie McTavish. Jodi has been working with Leonie Stedman for several years, she joined Aon in 2016 and has been assisting Leonie with the motorcycle scheme product. Leonie will continue to look after the Motorcycle Scheme and us as an organisation, including sponsorship, but Jodie will be looking after most individual policies, new business queries, renewals and changes on a day to day basis. Leonie is intending to be at our AGM in January and hopes to bring Jodie along to meet everyone.

On Sunday 29 September 2019, distinguished gentlemen in over 650 cities worldwide will don their cravats, tussle their ties, press their tweed, and sit astride their classic and vintage styled motorcycles to raise funds and awareness for men's health, specifically prostate cancer and men's mental health. This global motorcycle fund-raising event has been running since 2012. I won't be participating in the Christchurch event largely as I'm not at all distinguished or dapper and bereft of what could be considered a classic motorcycle, although the HP2 must be getting close by now! I am, however, sponsoring a couple of good friends who are participating in the Christchurch and Hamilton events this year, it's such a great cause!

Also in September, Jo and I will be travelling to Palm Springs, California with Gerry Hodges, President BMW Car Club, and his wife Barbara for the BMW Clubs International Council meeting. There's an interesting agenda focussed on what the future of Clubs International look like and its relevance in an increasingly globally connected, virtual world. I'm looking forward to a conversation around the challenges some of our international counterparts have as I imagine that are not that dissimilar from our own.

The South Island RAG Rally is the weekend of 16/17 November. We'll be congregating at the Borland Lodge, an unpretentious rural resort just off the Southern Scenic Route, between Lake Manapouri and Lake Monowai. Accommodation is in straightforward cabins, plus there's communal kitchens & dining areas. The lodge actually began life as the Pig Creek Hostel providing accommodation for the power project workers. Registration details are on the website with more detail on what the weekend involves sent when you register.

By now you'll have booked your accommodation in Blenheim for the Annual Rally in January. If you haven't and are still thinking about coming I'd suggest you get onto that smartly, there's not much left in town. The registration form has been published so you can get that done too.

There are plenty of other local area events going though. Do yourself a favour by looking out for the details from your Area Rep, the club website or our Facebook Group page. There's plenty to be getting on with.

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

Garry

BMW Owners Register Risk Management Plan

Introduction:

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

Riding Code:

1. All register members on register rides shall do so as individuals responsible for their own safety and shall take into account the safety of others they encounter on the ride.

2. Register members are responsible for ensuring that their motorcycles are in a safe and legal condition, the minimum being to Warrant of Fitness standards.

3. Riders, pillion, and sidecar passengers where required, shall have as a minimum Standards New Zealand approved motorcycle helmets, and stout footwear, gloves and clothing that will be capable of protecting their body in the event of a mishap.

4. Register members are to go to the aid of any others suffering a mishap.

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

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

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

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

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



Events Calendar

National Events

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

Regional BMWOR Events

Northland - *See area Rep.*

Auckland - *See area Rep.*

Waikato - *See area Rep.*

Bay of Plenty - *See Area Rep.*

Taranaki -

Sunday 8th Sept Monthly ride. We are looking Kawhia up the Coast Road via Waikawhau so will update with email and Facebook.

Other impromptu Rides and Café meetings, Dinner gatherings will be notified.

Suggestions welcome and looking forward to Spring.

Rangitikei - *See area Rep.*

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.

Club Night – Monday 12 August at the Petone Workingmen’s Club from 6pm.

Monthly Club Ride – Sunday 18 August – Gladstone Pub for lunch – see the Monthly Email for times and route or contact the Area Rep

Nelson - See Area Rep

Canterbury - See Area Rep

Otago/Southland - See Area Rep



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Area Reports

Waikato

6 people attended our monthly dinner meeting at Café Oasis on Thursday 15th August.

Only one hardy soul rode his bike to the dinner - good on you Trevor!

My excuse was that I had the flu, which has been a tough set of bugs to dislodge I might add.

Discussions resulted in firming up of the 2 day ride to the Hawkes Bay with an overnigher. It will now take place on September 14th and 15th. Details will be emailed to area members shortly. Let's hope that the weather is a bit warmer in 4 weeks. It was 6 degrees and snow on the tops as we came over from the Hawkes Bay last weekend!

Graham & Sue Duncan are providing regular reports on their overseas tour and are now in the UK.

Our monthly dinner meeting is held at Cafe Oasis in Cambridge on the 3rd Thursday of every month at 6.30pm. Come along and help plan future rides, hear some great stories, and network with fellow BMW riders.

Taranaki

Well we all know about the weather and in the interest of sanity the August monthly ride was cancelled. Unfortunately I missed Alan's post re the Stratford Street Sprints as an option but seems like you would not have wanted to be there on a bike. In case you were wondering in the absence of Monthly reports lately, we have been trying to get our ride in on the second Sunday of the month.

Thanks to Scott we have managed to get one away most months plus other impromptu rides as they come up. I always email out the details as well as Scott putting them on our BMWOR Taranaki Facebook page. If you are not getting emails let me know by phone text or email.

Anyway 28th July saw 6 of us head off to explore the Waitotara Valley Road as far as the seal ends at Ngamatapouri School, with the object of getting back

some other time to go further and maybe find our way to Wanganui. The road was in great condition following alongside the river as Valley roads tend to and quiet with no other traffic.

As some had other commitments after eating our lunch at the junction by the school three headed home leaving



Scott & Alan compare mapping apps on how far the road goes

the rest to pursue the gravel as far as we could. Both forks petered out at private farmhouses with no obvious way forward so after getting back to the main road and checking out the Waitotara Pub we headed home. A most enjoyable ride but good luck to Scott in finding a way to Wanganui thru there. I would not like to be up there on a bike if it was wet!

Cheers, Ray

Area Reports



Signpost at junction by school

East Coast

On Tuesday 30 July 16 of us shared a lovely meal and social time at Namaskar Indian Restaurant in Havelock North. In the picture from the left are:

Folker, Robyn, Warren, Les, Robert, Carole, Pam, Tony, Maria, Stella, Walter, Alison, Xan (arrived late), John and Leonie.



Folker Liebenow, our senior member from Hawke's Bay and one of the oldest members in the BMWOR still riding, celebrated his 80th birthday on Saturday 17 August, surrounded by his family.



Wellington/Wairarapa

Club Night – Monday 12th August at the Petone Workingmen's Club – 15 Members attended.

Discussion noted that the bad weather had interrupted the Gravel Road Riding Training all of all of July and the early weeks of August.

The South Island RAG Rally was discussed with one member noted as going to attend.

The Area Rep floated an idea of a 3 or 4 day's ride in the top of the South Island either incorporating the last weekend in November or the first weekend in December. This ride is very much at the planning stage and a request for expressions of interest will be sent to members closer to the planned dates.

The August Monthly ride date was moved from Sunday 18th to the 25th due to bad weather on the original planned date. Sunday 25 August was a beautiful day on both the Wellington and Wairarapa sides of the Rimutaka Range.

Eight riders assembled at the start to SH53 behind the Mobil Service Station in Featherston for the 11:00 hrs departure for the ride through to Martinborough and onto the Hinakura Road. The ride was set up as a dual sealed road ride with a gravel option all 8 riders opted for the gravel road option. The Hinakura Road, where it starts cross a range, is sealed and becomes very windy descending onto gravel for the short ride to left turn into Moeraki Road for the start of the gravel ride northward ultimately joining the sealed Admiral Road. The gravel roads were well swept and mainly hard packed with the only issues being damp slippery muddy part where the winter sun never reaches. Cattle, sheep and a couple of goats wandering free added another dimension to what was, a very enjoyable ride with great landscape vistas of the surrounding country.

The lunch destination was the Gladstone Pub only to be told that it would be a half an hour before we could order and another half an hour before the food would be presented so we had a drink and the usual conversation and then made our way home.

Peter Nash



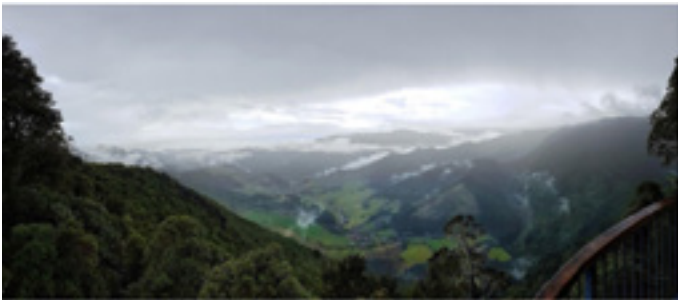
Area Reports

Nelson

Takaka Hill

The main club ride this month was on the 11th August, and we were supposed to be going to the Woolshed Cafe on top of Takaka Hill. I had emailed a month prior to check if they were still open and got a positive response. 5 of us met at the usual spot (3 Brothers Corner) and headed off via the Moutere Inland Scenic Route. Gretchen suggested a stop at Hawkes Lookout to take in the view which we all agreed on. The rain started soon after we began our climb up Takaka Hill. We stopped at the lookout, which involved an easy 3 minute walk on a formed gravel path through bush and the unique limestone formations on top of the hill. The view was still fantastic even though it was a miserable day. Hawkes Lookout has been pencilled in for a stop next time the weather is nice when passing this way.

We then continued onto the Woolshed Cafe only to find a sign on the gate, 'CLOSED FOR WINTER'. We headed back down the hill to Riwaka and stopped in the Cafe there where we met up with Peter and 5 riders became 6. After lunch we split into 2 groups, some headed straight home and others ventured off for some gravel.



View from Hawkes Lookout

GS Training Day

Our second ride of the month was on the 17th. 12 riders met in the forestry at the first skid site on Olivers Road (at the top of the Spooners Range), on a rather damp morning. Two riders decided the conditions were not ideal and headed on home. Dale suggested we head over the way and take shelter under some trees, which involved driving across the slightly muddy skid site and turning into a muddy side road and stopping in front of a large muddy puddle filled with tree roots. There was no more shelter here and Tony advised us that there was a shelter, about 1km up the track that we could use.



Ride briefing, sheltering from the rain

So the GS training continued, for some of us via the deep puddle and up the slippery track to get back out on Olivers Road, and others did a 10 point turn and went back the way they came in. The shelter was rather welcoming, and it was quite nice to get out of the rain for a while. Anja and Hans gave a ride briefing, which was followed by some slow riding practice. The weather wasn't letting up so we decided to ride on through Olivers Road, out onto the Motueka Valley Highway and had lunch at the Kohatu Flat Rock Cafe. The log burner was going and it was very nice to get out of our gear and dry off a bit. Good food and conversation was had by all. Three of us went straight home on the main highway and the rest continued with the GS riding.

A big thanks to Anja for obtaining the permits and organising the day.



Kohatu Flat Rock Cafe

Canterbury

Missed the report last month so two months of winter to report. One last group ride lead by Ralph on 30 June took a team of 6 blokes and a girl around the North canterbury gravel. Excellent conditions...even dust...not even that cold. Of course we did give Mark a hard time for shivering as he arrived, not in his winter layers after performing the required household duties at the washing line on a frosty morning to get his day pass! A hot coffee and a few minutes in front of the Fossil Point fire sorted that out and we were pleased to have a sunny day perfect for riding. Our route was a trip that may be remembered by adventurers at the 2016 National Rally...less greasy in June than it was in January and no new gravel spread the week before. The monthly social gatherings have been well attended by members through the winter, with 4 even on their bikes on Wednesday. Plans and rides/ holidays to destinations near and far were shared. We farewelled Dave, our temporary guest army lad from Wellington as he moves to his next assignment on foreign shores. Enjoyed showing you some of the Southern hospitality and know you will always remember the trip to the Brass Monkey with Ralph.-Canterbury.

Late addition to the report. An impromptu last minute invite for a ride on Sunday via the facebook page led to 3 members and 2 guests enjoying a snack at the Terrace Downs golf course before zipping through the "closed" Lake Lyndon road. Never have we ever seen so many vehicles on the road. The sun shone, the snow glistened and the road was a dream, a little muddy and a bit of ice but a treat. Apologies to those who missed the late notice...we will endeavour to do better next time. Winter is a fickle time so plans came on the fly.

Area Reports



Crisp sunny day - North Canterbury - Hurunui River mouth



Kaiwara road, Happy biker



Lake Lyndon



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I took a wrong turning this one time

OK, if you've ridden with me you'll know I've taken more than one wrong turn. But here's a reminiscence about one of them.

I once rode my motorcycle from York to Trieste and back over an extended weekend. My girlfriend was collecting X-ray diffraction patterns at the synchrotron there; the Italian synchrotron had the best coffee, the German was the most reliable, and the British one was (barely) kept warm by the decay heat of the disused Daresbury research reactor next door.

Anne was the finest and most beautiful protein biochemist who ever shared a bed with me, the destination resonated in recent history ("From Stettin in the Baltic to Trieste in the Adriatic, an iron curtain has descended across the continent.") and I had a nearly new Honda VTR1000F (so it must have been around 1998, since I took delivery of the second one in York).

From work I rode to the overnight North Sea crossing from Hull, and in the early morning crossed Holland and most of Germany. I don't recall where I slept, it wasn't the place in the Black Forest with the black and white photo of the proprietor in younger days shaking hands with a small man with a distinctive moustache and uniform; that was an earlier trip, a smaller and slower Suzuki.

Crossing the Dolomites was magnificent; amazing scenery, endless hairpins. Passo Valparola seemed reminiscent of the moon, scorched rock. We returned by bicycle and the barman in the cafe there admired Anne's lycra; that was a later trip, unpowered two wheelers.



Yep, it was yellow. Dolomites magnificent, luggage minimal.

I arrived in time for supper, and we explored Trieste on the scientists' day off. The coffee was very good, although I didn't get to Elletra. Even the most dedicated value their rest after days of gathering spots.

The return trip started early; I had to hit the road, and more crystals needed to be placed in the beam line. Crossing the Alps I remember glaciers, and the back tyre spinning up on a damp white line as I passed a caravan on a sweeping uphill curve. The Honda just twitched and settled again, that far into a road trip you become comfortable trusting the bike with your life. The Austrians are said to share Italian organization and the German sense of humour: half way

round a hairpin and with no warning sign the tar surface disappeared into the dirt of an unfinished road repair. "It is better to go into a corner slow and come out fast, than to go in fast and come out dead." Luckily I was following Sir Stirling's wisdom, and was able to come out slow and taken aback. By evening I again found a bed somewhere in middle Germany.

Again I started early, enjoying the back roads curving across meadows and drifting through villages with red-steeped white churches. The Germans really do build beautiful roads. But I was too relaxed, somewhere early on I misread a sign for Neu-this as pointing to the half-remembered Neu-that which I knew was on my route. Gradually my hazy geography rang alarm bells that the turn-offs were now to places well East of where I had awoken. I checked the map, and was going in exactly the wrong direction. I was now two hours later and 150km further away than at the start of my long day's ride to the evening ferry in Rotterdam.

I headed to the closest Autobahn and started my long run towards the Dutch border. The first VTR1000's had a small fuel tank, and I amassed a collection of petrol receipts timed half an hour apart. Economy was poor, but I was seeing 175kph twice each tank. Once as I accelerated away from the stop, then again as I slowed for the next fill up. I am not brave, was never brave enough to close on slow traffic with my high beam flashing in anticipation of their moving over. 180kph is slow traffic. I would find a fast car, trail it at a comfortable distance to let it clear the lane and to pass through before anybody pulled out again. For a while it was a supercharged Jaguar; I could hold it through 220kph then it would begin to walk away. But never too far before being forced to slow for traffic. Another time it was a Ferrari, F40 I think. Again I was easily outrun when aero dominated power to weight, but other traffic remained an equalizer while my fuel lasted.

I would look for services whenever the warning light came on. Once it did so just as I passed some, and the sign to the next fuel said 35km rather than the usual twenty or so. I backed off, but not too much as time was tight. At 3km to go the bike started to splutter. At the start of the slip road the engine died. I pulled the clutch and coasted, I was at walking pace when I rolled to the pump. Perhaps the fates were smiling on my attempt.

I crossed into Holland, speed limits again. I made progress, but nothing like before. On the run towards the Rotterdam terminal, perhaps 10km from my destination, I saw flashing blue in the mirrors. Clocked from a plane? Down at the speed limit, expecting a ticket to delay me until the ferry had sailed, an Alfa Romeo flashed past. Some high-tech headlights throwing blue fringes as the front of the car bobbed. I made the kiosk and passed over my paperwork. Behind, a convoy of brand new Lexus Soarer V8 coupes arrived and ticked angrily in the cooling evening air. Journalists? We all rolled onto the ferry, the ramp raised behind us, and as we cast off I reached the bar. Next morning, Hull to York in time for work.

Andy Hutcheon

You meet the nicest people on a Honda (if you can stop for long enough to talk)

Gaze At This Retro BMW Concept R18 Motorcycle As It Wows Villa d'Este

The Concept R18 is just a concept, for now.

BY JONATHON KLEIN | MAY 24, 2019



BMW MOTORRAD

Concorso d'Eleganza Villa d'Este is the type of event that manufacturers tend to showcase stunningly beautiful concepts that hark to each's history. Cars and motorcycles that revive long-beloved shapes and designs and create a through line between the past and present. As such, BMW's Motorrad division took Villa d'Este's pebble-strewn drive with a reinterpretation of BMW's classic 1960's motorcycles with the all-new Concept R18.

The chopper-like motorcycle is centered around the BMW's massive 1.8-liter 2-cylinder boxer engine. Unlike classic BMWs which were strictly air-cooled engines, the Concept R18's 1.8-liter boxer engine uses BMW's modern air- and oil-cooled unit, but fed two Solex carburetors—a nod to BMW's history and as BMW points out, are "similar to those in the BMW 2002" classic road car.



The Concept R18's block and transmission are aluminium in makeup and have been blasted with glass-beads to allow BMW's engineers to then hand-polish the exterior for a mirror-like reflection. Similarly, the Concept R18's driveshaft was chrome-plated to give the entirety of the motorcycle a more bespoke watch-mechanism appearance. Everything about the Concept R18 is about beauty and functionality, which was something designer Bart Janssen Groesbeek used as the Concept R18's overarching theme.

"The biggest challenge in the design," says Groesbeek, "is to render everything visible. Every part has a functional purpose. There are not many who would dare to take such an absolutely honest approach." Even the paint scheme BMW Motorrad and Groesbeek chose became part of that methodology. According to BMW, the black base colour was chosen to represent the classic BMW motorcycle colouring. While a series of white and gold hand-applied flourishes give the motorcycle a far more eye-pleasing appearance.

Though the Concept R18 harks to the past with its design and mantra, there are a few sneaky modern BMW Motorrad touches throughout, including the U-shaped headlight which hides BMW's latest LED headlight technology. There's also an integrated spring setup underneath the motorcycle's seat to give riders a more comfortable cruise. And long rides are exactly what the Concept R18 is intended to do.

Head of BMW's Motorrad Design Edgar Heinrich, said, "With its clear aesthetics openly on display, the Concept R18



embodies for me what motorcycling, at its core, is really about. It is all about feeling instead of thinking, and not using technology for self-staging, instead giving space for imagination. This concept bike appeals to something deep down—you just want to just get on it and ride off. But when you get off it again, you don't just put it in the garage and walk away. You turn around again and give it a final parting glance."

As for the Concept R18's production, we wouldn't be squirreling away any savings just yet. Though BMW has brought out three custom large-displacement old-school motorcycles in the last year, all of which show off the company's latest air-cooled boxer engine, the likelihood of these heading into production is slim. Yet, Heinrich understands that it's becoming more common for riders to demand purist experiences from their motorcycling adventures, saying, "I observe an almost romantic yearning for real mechanical engineering. Our aim with this concept bike is to address this need and turn it into an analogue statement in a digital age." Maybe then, there is hope after all.





Registration Form: 2020 Annual BMW Motorcycle Club Rally

Marlborough Convention Centre, 42a Alfred Street, Blenheim
Friday 24th to Sunday 27th January 2020

Name of registered member		
Address		
		Postcode:
Contacts	Mobile:	Phone:
Email		

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

Accommodation:

Individuals to arrange own accommodation needs for the Rally.

Memorabilia: BMW Motorcycle Club Annual Rally Blenheim 2020

Pre-orders appreciated.

	Size/Length	Qty	Cost	Total
2020 Rally Badge			\$15	
T-Shirt size (Men) Short & Long Sleeved	Available sizes – Small to 5XL <i>Please refer to sizing chart</i>	<input type="checkbox"/> Long	\$50 (Short)	
		<input type="checkbox"/> Short		
T-Shirt size (Women) Short & Long Sleeved	Available sizes – 6 to 26 <i>Please refer to sizing chart</i>	<input type="checkbox"/> Long	\$60 (Long)	
		<input type="checkbox"/> Short		
Polo Shirt Size (Men)	Available sizes – Small to 7XL <i>Please refer to sizing chart</i>		\$60	
Polo Shirt Size (Women)	Available sizes – 6 to 24 <i>Please refer to sizing chart</i>			

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

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

Payment by internet banking to

BMWOR Event Account

03 1519 0034447 001

Reference with Name - _____

BMWOR member number

Rally2020

Health /dietary concerns that are pertinent to this event.

It is important if you are travelling/participating as an **individual** that the organisers are aware of these.
Please communicate pertinent health concerns with the appropriate staff member at registration.
Meals are all buffet style: the kitchen is experienced at providing meals for all special dietary requests.
Please indicate below if you have specific dietary needs.

Meal requirements	Dairy Free	Vegetarian	Gluten Free	Other:	
	Please Specify				

Disclaimer: This Rally will be run under the BMW Owners Register Risk Management Plan as in the register's official newsletter. By registering for this event, participants agree to abide by all the conditions of the said Management Plan.

Marlborough 2020 | Gateway to the South
BMW Motorcycle Club
BMWOR NZ Annual Rally & AGM

Friday 24th to Monday 27th January | Hosted by Nelson Area BMWOR



French Pass, Marlborough Sounds



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42a Alfred Street
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30 Minutes from the Picton Ferry Terminal, accessible via SH1 and SH6

Only 5 minutes parking on site on Friday

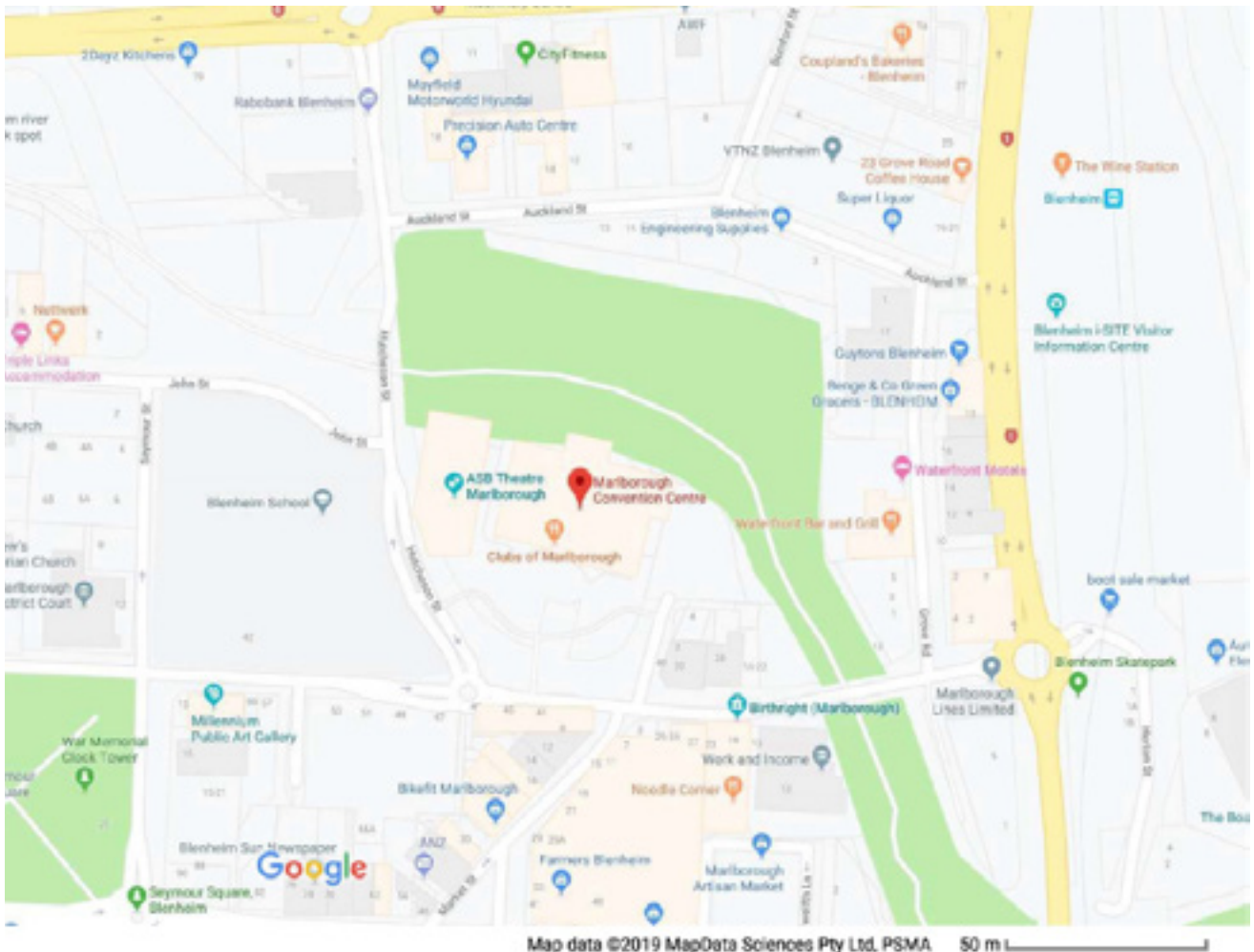
Parking is being arranged at the Blenheim School, next to the venue

Registrations are now open, and the basic registration also includes Saturday night dinner, a scrumptious 3 course buffet with fresh local produce.

Please book your own accommodation, only 4 months to go now!

New style T-Shirt and Polo Shirts for the 2020 Rally. Long sleeve version available in the T-Shirt only.

The Nelson Region BMWOR look forward to welcoming you in January 2020.



Map data ©2019 MapData Sciences Pty Ltd, PSMA 50 m



SIZE	S	M	L	XL	2XL	3XL	4XL	5XL
LENGTH	74	76	78	78	80	82	84	86
HALF CHEST	53.5	56	58.5	62.5	66.5	70.5	74.5	78.5

MENS T-SHIRT



SIZE	6	8	10	12	14	16	18	20	22	24	26
LENGTH	65.5	66.5	67.5	68.5	69.5	70.5	71.5	74.5	75.5	76.5	77.5
HALF CHEST	43	45.5	48	50.5	53	55.5	58	60.5	65	65.5	68

WOMENS T-SHIRT



SIZE	S	M	L	XL	2XL	3XL	4XL	5XL	6XL	7XL
LENGTH	73.25	75	76.75	78.5	80.25	82	82	82	82	82
HALF CHEST	54	56.5	59	61.5	64	66.5	69	71.5	74	76.5

MENS POLO SHIRT



SIZE	6	8	10	12	14	16	18	20	22	24
LENGTH	64	66	68	70	72	74	76	78	80	82
HALF CHEST	41.5	44	46.5	49	51.5	54	56.5	59	61.5	64

WOMENS POLO SHIRT



Illustrations not drawn to scale, final design may vary slightly.

Adventure ride to & from RAG Rally South Island.

Hereby is a suggestion for a group ride to and from the RAG rally this coming November.

Tuesday 12th of November. Depending on the weather and whether we can get a key, first option is going through the Rainbow valley for overnighter in Hanmer Springs. Alternatively we will be going from Taylors Pass through Molesworth station to Hanmer Springs. Be there early for a soak in the pools. I know I am a sucker for the hot pools.

Wednesday 13th. McDonald Downs farm, Okuku and Lees Valley to Glentunnel. I know we will not get permission to go through Lake Heron station due to lambing. So alternative is to go into Ashburton Gorge road to lake Clearwater and have a look by the fishing huts. Cross the creek to Quarry road, and take the backroads to Arundel. If there is enough time and permission to go over Orari and Blue Mountain station then that will bring us to Fairlie. If we won't get permission to go over the stations for weather or farming reasons then we will end up in Geraldine.

Thursday 14th. First option is Black Forest station but alternative is the Hakataramea road to Omarama and Omarama Saddle to St Bathans. Ida Valley back road and Crawford Hills road to Alexandra.

Friday 15th. Hawksburn (alternative Cromwell and Bannockburn) to Nevis road and Garston. From there mainly tar seal to Borland Lodge for the rally. Time permitting there will be a ride to Mavora lakes for whoever is keen. Plan is to be at a reasonable time at the lodge.

Saturday 16th. Borland Lodge.

Sunday 18th. This will be a bit up in the air. Depending on what time everyone is leaving and whether we have had a look in Lillburn valley road and Lake Hauroko (deepest lake in New Zealand). But time permitting will go from Run 47 road to Wreys Bush and backroads to Waikaia and Ettrick. From there Lake Onslow road, Old Dunstan road to Middlemarch for overnighter.

Monday 19th. From Middlemarch to Moonlight, Kyeburn and Dansey's Pass to Waitaki Bridge. Over Meyers Pass, Hakataramea road and Mackenzie road back to Geraldine.

Tuesday 20th. Mostly tar seal to Ashley, Ram Paddock road, Waikari, Kaiwara road, Waiiau and Leslie Hills road back to Hanmer Springs.

Wednesday 21st. Molesworth road and Taylors Pass road to Blenheim and either back to Nelson or Picton for whoever wants to come from the North Island.

This is what I have in mind, but happy enough to consider alternatives if anyone has other ideas or contacts with landowners to make it a bit more interesting. I like to stress though that although you don't have to be a hard core off road rider the bike will need to have some dual purpose tyres fitted. The route is not technical and some farms and tracks can be by-passed over the tar seal and we can regroup somewhere further on. However being November in the South Island we can encounter everything from rain, mud, snow etc. And being stuck in the mud with road tyres is not much fun. I know there are a lot of if's but will know for sure closer to date as I have to contact landowners. The riding days are not that long and there should be enough time to help each other through and or take pictures etc.

After all it should be a fun week out and if the weather plays ball the scenery will be spectacular.

Please direct any queries to Hans Claus, schultzrd@slingshot.co.nz or 03 541 8845.



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South Island Rough As Guts Rally 2019

The South Island RAG is being held at the Borland Lodge from the 15th to the 17th of November 2019, on the doorstep of the Fiordland National Park. The Lodge started life as a worker's hostel for the Manapuri power scheme, and is off the main Tuatapare to Te Anau highway. The last couple of kilometers from the main road are a flat (and usually well graded) gravel road.

Accommodation is in chalets and bunk rooms with communal facilities. I'll do my best to ensure appropriate privacy, but people may have to share in order to fit everyone in. Let me know your preferences e.g. if you are a group travelling together.

Catering will be a communal DIY effort; there is a large commercial kitchen and crockery / cutlery / utensils. If everybody lends a hand, the cooking and washing up shouldn't be too onerous. I'm sure we can match contributions to people's talents!

Registration is \$99 to cover accommodation on the Friday and Saturday nights, dinner Friday and Saturday, breakfast Saturday and Sunday, and some basic packed lunch materials for those who might choose to head away from civilization on Saturday. Drink is strictly BYO, a tippie is cool as long as we respect the other guests, but this is a Rough As so the Lodge does not supply glasses. You'll have to drink beer from the bottle, and wine from teacups. Such is hardship. Staying Sunday night can be arranged directly with the Lodge.

Please let me know if you have any dietary needs (these will be accommodated), preferences (we'll do what we can, but caviar and truffles might be a stretch), or special skills that might contribute (deer are, I understand, something of a pest in the surrounding forests).

There is a variety of riding in the area. For the GS set, a trip over the Borland saddle to the south arm of lake Manapori is recommended. Milford Sound is a day trip through the Homer tunnel, and a beautiful ride if you time it to miss the peak cruise trip traffic. Further afield or as routes to and from the rally, there's the devil's staircase south of Queenstown (and a chance to check out the new Kawaru bridge) or the Nevis road for those who prefer to cross water without the aid of bridges.

Keen? Email me at otagosouthland@bmwor.org.nz to let me know who and how many.

Payment is to the BMWOR Event Account 03-1519-0034447-01, include your name and SIRAG2019 in the references.

Andy Hutcheon, Area Rep, Otago/Southland

DISCLAIMER: Registration fee is non-refundable. Special applications may be considered. This Rally will be run under the BMW Owners Register Risk Management Plan as in the club's official newsletter. By registering for this event participants agree to abide by all the conditions of the said Management Plan



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For Sale:

I'm offering Riding Gear for sale on behalf of an ex-member

BMW Voyage 2 Jacket and separate pants for sale (see photos below). Both items are size L with original BMW labels, buttons etc. All original armour is in place and are in excellent order.

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

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

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

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

For photos of the gear or more information please contact Dave Ross on 027 645 8236



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