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NEWSLETTER

MARCH 2020

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.

Shuai PENG - AUCKLAND

Arnie WEIR - AUCKLAND

Philip KING - EASTERN BAY OF
PLENTY

Blair MYLES - EASTERN BAY OF
PLENTY

Mark RICHARDS - WELLINGTON

Bob CUMMING - WELLINGTON

Adriano CASANOVA - OTAGO

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: GS Rally 3 -
Motorad New Zealand**



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Presidents Podium

Garry Williams

January is mid-summer in New Zealand, tending to be the warmest month of the year. North Island average top temperatures are supposed to be around 25°C dropping to lows of 12°C. And in the South Island, just slightly cooler with average top temperatures of around 22°C and lows of 10°C. Not this year though! We've had some really hot days in the high 20s or mid-30s on both islands, and some of us haven't seen rain in well over a month!

For those that made it to the Annual Rally in Blenheim, you know what I mean. It was hot, but what a brilliant weekend! Kevin Hewitt and the team did an outstanding job to make sure everything ran like clockwork, the variety of rides and activities was brilliant, the venue and catering was excellent, the band was pretty good, and everyone I spoke with was having a lot of fun. None more so than Kiwi Rider Editor, Ben Wilkins, who travelled down from Auckland on a borrowed R100GSPD to join us for the Rally and his first opportunity to ride the Molesworth and Rainbow loop with the Sedgemere track chucked in for good measure. The February 2nd Edition Kiwi Rider magazine has a great feature with plenty of good photographs of Ben's experience getting to and being at the Rally. Also, Ben's 30 minute Podcast featuring commentary from a few of the Rally participants is a bit of fund to listen to. Check it out at <https://podtail.com/en/podcast/kiwi-rider-podcast/kiwi-rider-podcast-2020-e06-bmw-club-rallye/>

It was a real privilege and one of the highlights of my weekend to present Life Membership to John and Linda Glasswell. Life Membership is the club's most prestigious award and is not given lightly, nor earned as of right. John and Linda have an extensive history within BMW Motorrad NZ and are incredibly supportive of the Club and its members. Their nomination to Life Membership was well supported, and well deserved.

It was great to catch up with many of our other Life Members over the Rally weekend, who all received our newly designed Life Membership plaques, replacing previous certificates. Life Members that didn't attend the Rally will receive their specially numbered plaque shortly.

I was delighted with the overwhelming support from members at the Annual General Meeting to change the Club's name. This, along with the Board's adoption of the new logo, is a significant step forward in our change programme as highlighted in my presentation at the BMW Clubs International Council meeting last October. We received our Certificate of Incorporation from the Registrar of Incorporated Societies on 7 February 2020 giving effect to our new name "BMW Motorcycle Club of Aotearoa New Zealand Inc". We have a bit of work to do around rebranding and you'll notice this happening over time.

Despite not having a New Zealand team invited, and some relatively ill-informed commentary on other social media sites about the Club's lack of influence or the exclusivity of the event, I can't help being a little jealous of the epic adventure the GS Trophy teams have just finished. We know we live in a motorcyclist's paradise, offering everything from twisting tarmac and beautiful scenery to challenging off-road trails on backcountry routes for the more adventurous. I guess New Zealand was selected to host the seventh edition of the GS Trophy, in part, due to these diverse riding conditions.

After eight days exploring some of our best adventure routes, the 2020 GS Trophy came to an end at Coronet Peak after starting in Rotorua. In total, 22 teams from around the world competed. Taking the GS Trophy crown for the third time was team South Africa who narrowly beat back the close attention of Teams France and Italy. This was South Africa's third GS Trophy win on the bounce, having won previously in Thailand in 2016 and Mongolia in 2018. It was good to see some of our members taking the initiative to either help out in some way, for example Sue Duncan from the Waikato who gave up 7 hours to drive to Auckland to pick up one of Team USA's luggage (including riding gear) and deliver it to its owner in Rotorua, or to just get out and see what was going on for the teams, noting the efforts of Dale Grover and Chris Souness to catch up with them in Pelorus.

Gerry and Barb Hodges from the BMW Car Club are looking forward to seeing bikes at the BMW Festival in Tokaanu on the weekend of 21/22 March. Spaces for the dinner and for brunch are in hot demand! If you've responded "going" to the event posted and haven't got a registration in or one of the "maybes", the registration form is available on the Club's website. You need to get onto that as soon as possible.

The Annual RAG Rally at Taylor Memorial Lodge, Pokaka near National Park is happening on the first weekend of April. The two night format we use for the South Island RAG seems to work well so this year we've hired the lodge for Friday night as well as the Saturday. If you travel some distance to get to the RAG you can stay over the whole weekend, and allow for a recreational ride Saturday if you want.

Plans are afoot for this year's South Island RAG. It will be in North Canterbury on Labour Weekend and it will be awesome! What out for upcoming details and a registration form in the coming months.

If you're a relatively new member it would be great to see you at club events. There is plenty going on at a local area so do yourself a favour by looking out for the details from your Area Rep, the club website or our Facebook page.

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

Garry

BMW Motorcycle Club - Riding Code

The BMW Motorcycle Club of Aotearoa New Zealand is an organisation whose members join together for rides to nominated destinations and for other social occasions.

The following Riding Code applies to BMWMC members taking part in organised Register rides. The purpose of the Code is to help ensure:

- All participants approach the conduct of the ride in the same manner.
- The safety of individual members is not impacted by their taking part in an organised ride.

Riding Code

1. Riders, pillions and side car passengers must:

- Accept there are risks involved in riding motorcycles but that at all times they are individually responsible for their own actions, safety and compliance with NZ legislation.
- Ensure their motorcycles are maintained, suitable and fit for the type of riding to be carried out.

- Wear suitable boots, gloves, clothing and Standards New Zealand approved helmets.
- Go to the aid of any others suffering a mishap.
- Advise Ride Leaders of issues that might impact on the conduct of the ride.
- Not enter into any competition with other participants or road users.
- Ride safely, at a comfortable speed, at a safe following distance, in a staggered formation (where appropriate) and with due consideration for other group members and road users.
- Ride their own ride.

2. Ride Leaders will brief:

- All participants on the route, destination and any re-grouping points or other stops.
- An experienced rider to shepherd someone who is unfamiliar with the planned route.
- When and how a Tail End Charlie or direction system is to be used.

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 - *See Area Rep.*

Rangitikei - *See area Rep.*

East Coast - *See Area Rep.*

Wairarapa/Wellington - *See area Rep.*

Nelson - *See Area Rep*

West Coast - *See Area Rep*

Canterbury - *See Area Rep*

Otago/Southland - *See Area Rep*



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North Island RAG Rally 2020

Taylor Lodge, Pokaka, National Park | 3rd - 5th April 2020



BMW Motorcycle Club
Aotearoa New Zealand



The NI RAG Rally is changing.

Taylor Lodge has new owners and I understand that there have been several improvements made.

So this year by popular demand it has been decided to run the event over two nights. Friday the 3rd to Sunday 5th April (Daylight Saving end).

This means that members can now arrive after midday on Friday and spend two nights at the lodge.

The Saturday is all yours to play with as you wish. There are many interesting rides to undertake and sites to visit in the National Park area. Whakapapa, Turoa, Pureora Forest (geographical centre of the NI) and Te Porere Redoubt to name a few.

Meals:

Friday dinner, Saturday breakfast and lunch are your responsibility but the kitchen will be available for those that wish to use the facilities. Saturday's evening meal will be as in the past - Sumptuous roast meats will be provided with members to bring along vegetables for the communal pot.

Drink:

BYO.

Cost:

\$30.00 per member and \$60.00 per invited non-member.

The Registration Form is shown below and is also available by clicking [HERE](#)

Any questions please contact:

Robin on:

021-724859 or treasurer@bmwor.org.nz



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REGISTRATION FORM - RAG RALLY

(North Island)

Taylor Lodge, Pokaka

Fri 3rd - Sun 5th April 2020

Name/s			
Address			
Email			
BMWOR Number		Area	
Phone		Mobile	
Bike / Model		Year	

This is a BMW Motorcycle Club Qualifying Event	NUMBER	COST	TOTAL
Registration (non-refundable)			
<input type="checkbox"/> BMWOR Member		\$30.00	
<input type="checkbox"/> NON BMWOR Member		\$60.00	
<input type="checkbox"/> RAG RALLY Badge		\$15-00	
TOTAL			

Cancellations - Registration fee is non-refundable. Special applications may be considered.

<p>Please mail all Registration Forms -(including cheques made payable to BMWOR) - to:</p> <p style="text-align: center;">BMWOR - NI RAG RALLY</p> <p style="text-align: center;">P O Box 109-245</p> <p style="text-align: center;">Newmarket</p> <p style="text-align: center;">AUCKLAND 1149;</p> <p style="text-align: center;">Or</p> <p style="text-align: center;">SCAN and EMAIL to: secretary@bmwor.org.nz</p>	<p><u>Payment by Internet Banking</u></p> <p>BMWOR Event Account 03-1519-0034447-01</p> <p>NB - This is NOT the sub- scription account</p> <p>Please reference with: SURNAME, BMWOR Member # NI RAG Rally</p>	<p><u>General enquiries to:</u></p> <p style="text-align: center;">Rally Coordinator Robin Wood 06 355 0911 021 724 859 treasurer@bmwor.org.nz</p> <p style="text-align: center;">Registrations close: Friday 20 March 2020</p>
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DISCLAIMER: 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

BMW Annual Rally 22 - 25 January 2021

TARANAKI

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Early Warning for 2021
More details next Newsletter

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Area Reports

Waikato

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

There is a change to our monthly dinner meeting venue for February. It will be held at Babaganush, 379 - 381 Grey St, Hamilton East on Thursday 20th Feb at 6.30pm. We are hoping for a better turn out of Hamilton based members this month.

Our ride & overnight camp to Port Jackson is coming up on 22nd & 23rd Feb.

Three members in the Waikato received their club service certificates and badges this month. Paul Quilter and Bruce Pemberton for 20 years and Neil McComb for 10 years. I bought my first BMW in 1997. It was a red K1100RS. I regularly rode it between Tokoroa and Christchurch when we had a business and apartment down there.



Rangitikei

BMW MC Rangitikei trip report for monthly ride 9th February.

It had been a while since we had ventured into the centre of the NI and of course a major slip had impacted travel via the Parapara road. However with that road open to traffic again a trip was planned which would basically be a loop from Bulls up SH1 then westwards at Waiouru and down the Paraparas.

Six bikes gathered at Bulls BP and following fuel and coffee top ups departed at 10am. Twenty minutes later at Hunterville we were joined by 3 more bikes; our Whanganui contingent. A discussion was held about the programme for the day and the first priority was a stop at The Brown Sugar Café in Taihape. One of the beauties of the long summer days is they allow for a pretty relaxed schedule. Fine warm weather was the order of the day as we wound our way up SH1 then turning to Ohakune and relishing the lighter traffic off the main road.

As it transpired neither Raetihi nor Ohakune were to have power due to maintenance upgrades so it was to be the Station House Café at National Park for lunch. This of course took us past Taylors Lodge where several of us intend returning to for the RAG rally.

We arrived at a somewhat busy National Park station just prior to the arrival of the 1pm train. It was bang on time and was no doubt one of the day's big events in National Park. The place has been busy though with a rather grand new car



East Coast

First Get Together of East Coast for 2020

On Tuesday 25 February 12 'apostles' gathered at the restaurant "Off The Track" in Havelock North for their first dinner meeting of the year.

It was a most convivial setting and looking out over the setting sun on the Havelock hills makes you wonder why you ever leave this country for other parts of the world.

Dinner took a while in coming but once it arrived everyone got stuck in and enjoyed their meal. We were missing a number of the usual group, with Walter and Stella showing some friends around New Zealand, Robin & Warren touring the South Island, etc. On the other hand we were delighted to welcome Joe Booyens from Wairoa who soon mixed in well with the group and we suspect we will see him more regularly in the coming months.

The photograph shows the happy diners, from left Pam, Leonie, Carole, John, Robert, Maria, Tony, Joe, Les, Folker and Marilyn.

John Wuts, 25/2/2020

Area Reports

park constructed by the railway station.

Over lunch in the café long service certificates and badges were presented to Peer (20 years) and Peter (10 years). Well done boys.

The ride down the Paraparas was as always a lot of fun. Just a pity there's still several sets of traffic lights in there to interrupt the flow of things. However thanks to a good job done on the slip repair the road is traversable again.

We stopped for a final chat on the roadside at Upokongaro before drifting off in different directions to homes in Whanganui, Palmerston and Levin.

A really good day out and it set a positive tone for 2020.

Barry #3104



Wellington/Wairarapa

Wairarapa & Wellington – Area Report – February 2020

Club Night was on Monday 10 February at the Petone Working Men's Club we had 14 members and 1 prospect

attend.

Issues Discussed

- The Taihape Overnight Ride (subject of a separate report Blenheim Rally)
- Rally Shirts ordered – delivery impacted by Corona virus Impromptu Ride to Lake Ferry
- Dave Oldershaw – to be Acting Area Rep while Peter Nash is in South Africa.
- General discussion amongst the members

Wellington Monthly Club Ride – Taihape Overnight – 15/16 February

Saturday 15th was cloudy, warm and breezy when 5 riders assembled at the BP Mana for an 08:00 departure. Riders were Ken W, Phil P, Ian M, Joe L and Peter N, christened later by Ken as the 'Dubious 5'.

The ride up SH1 to Kimberly Rd, South of Levin, was in light traffic on a dry road so good progress was made. From there the route followed SH57 leading to Ashhurst over the Saddle Road through Woodville to our fuel and refreshment stop at the BP Dannevirke. The BP Service Station was very busy, so we refuelled and moved to a café next door for coffee and food. The ride plan was to ride over 'Gentle Annie' (Taihape Napier Rd) and as there was no cafes or other food outlets on this road beyond Fern Hill some purchased extra food at an adjacent Bakery in Dannevirke.

The weather in the Hawkes Bay was overcast, dark and threatening with 'isolated showers and drizzle' forecast. The ride north was again in light traffic we turned onto SH50 west of Waipukurau and rode North towards Fern Hill through heavy drizzle and the odd shower, much needed by the look of the parched countryside. From Fern Hill the road starts to get into the foothills of the first of the 2 ranges it crosses to get to Taihape. The countryside becomes rugged, hilly with a lot of twisties, and lots of bush very scenic. There is a DoC campsite at Kuripapango by a river which one of the riders noted as worth a visit particularly if you are into Trout fishing. The road has been widened, straightened and sealed over the years with the view to using it as an alternative to the Napier Taupo Rd. The scenery is well worth the ride as you progress through there are views of Ruapehu along with bush, tussock and pasture.

We stopped for a leg stretch etc before we got into the more rugged country. The weather improved and became more humid as we got closer to Taihape. We arrived in Taihape early in the afternoon and checked into the Taihape Motel. This Motel is a great place to stay it is between the Railway Station and the main street i.e. close to cafes, Gas stations and the Pub. The owner Con welcomed us with 2 cans of cold beer and little bags of chippies each also provided 2 or 3 slices of bread along with spreads as breakfast, all for \$80 per night and if you used one of the old houses on site and shared, it was \$45 per night.

The beers were consumed in the writer's unit where the days riding was discussed and enjoyed by us all. We wandered down the main street and found a little café Le Café Telephonique on one of the side roads at the North end of town across the road from the Gretna Pub. The food was excellent and not through the roof price wise after our meal we wandered over to the Pub for a quiet drink. We met two

Area Reports

elderly Ladies who seemed to have taken a bit of a shine to one of our number who shall remain nameless. They were both drinking beers out of half litre steins to which neither was a stranger, in fact one lady downed a full glass with such pace it is doubtful that spilling a glass full on the floor would be any quicker.

We decided to have an early night after deciding to meet next morning at 08:00 to return to the same café for breakfast.



Four of the Dubious 5



River Road Lookout

Sunday 16th dawned breezy and warm and over breakfast we decided to refuel in Ohakune which was 55 kms closer to the Whanganui River Road the second planned ride for the weekend. The ride to Ohakune is itself scenic with great views of Mt Ruapehu when the weather is clear as it was for us. We had a good run through to Ohakune in light traffic, to the BP Service Station. As Ken W had taught at a little country school on the River Road, he led the 'Dubious 5' out of Ohakune through Raetihi and onto the River Road.

The first part of the route from Raetihi to Pipiriki is windy, hilly and quite narrow through dense bush down to the roadside and on the rugged hills, Pipiriki is where the road meets the river. We continued along the River Road which was not as windy or hilly as the first part of the ride passing

Jerusalem and onto a designated Scenic Lookout, looking back up the river.

The ride continued to the country school where Ken W spent a couple of years as the sole Teacher at Matahiwi now closed as a school but converted into an Art Gallery and Café, so we stopped for a coffee. The two ladies who served us were the Ranginui sisters and they contacted their Father who had been taught by Ken and he came down and met Ken all these years later, New Zealand is a big village. Outside in the grounds is an old steam driven flat bottomed river boat the 'River Queen' which in the early days was probably the only means of transport to these small settlements. Everything about this café was great; coffee, food and service so if you are riding the River Road lookout for it and stop.

We continued along the road and the country started to widen out as we progressed closer to Whanganui traffic became more of an issue with cars crawling along and refusing to move over to let faster traffic pass. Finally climbing out of the river valley and joining SH4 for the ride through Whanganui East and onto SH3 and headed towards Sanson.

The day was starting to warm up the air temperature climbing to 29.5 degrees just before Bulls. We planned to have a lunch stop at the Woolshed Café, just South of Sanson on SH1 and a welcome cold drink. Some of the 'Dubious 5' purchased food and the service is always great, and this Café has become popular with Bikers generally. We were lucky as we arrived after the main lunchtime crowd had moved so tables were available inside in the cool.

We basically said our farewells and commenced the ride back to Wellington with the prospect of traffic tailbacks at Levin and Otaki. The normal fresh wind was blowing on the Foxton straights, so the writer decided to turn off and ride inland through Rongotea and eventually reached SH57 via Opaki and bypassed Levin. The first traffic tailback was well North of Otaki but with use of the shoulder managed to get past most of the traffic until the shoulder became too narrow to safely use. Two other Bikers carried on eventually crossing the double yellow line to pass stationary cars.

Got home at 16:15 with a home to home distance of 762kms of great company and riding. Will plan another Overnighter in April probably riding West to East on the Forgotten World Highway.

Impromptu Ride – Lake Ferry – Thursday 13 February 2020

The ride plan was to ride to Lake Ferry via Martinborough and the Lake Ferry Road, have lunch at the Lake Ferry Pub and return to SH2 via the Western Lake Road.

The weather was warm and breezy on both sides of the 'Hill' with bright sunshine when the cloud lifted.

Four riders departed the Caltex Rimutaka for the ride over the Rimutaka hill at 09:30 the traffic was light and good progress was made. The riders were Ken W, Andy P (new member), Colin G and Peter N we met Peter T in Featherston and on to Martinborough for a coffee at the Bach Cafe.

The ride down the Lake Ferry Road was uneventful apart from a brief stop at Road Works sight controlled by a 'Stop/Go' Lad almost no traffic in either direction – one of the advantages of weekday rides.

Lunch at the Lake Ferry Pub was very pleasant with all selecting the 'Fish Basket'. After lunch discussion, instigated by the writer, who had been pinged for doing 56 KPH

Area Reports

through Pukerua Bay on a previous ride and fined \$30 which probably cost the authorities as much to process. Most were able to recount experiences with the Constabulary in the past Tibsy led the way with stories dating back to his youth.

The ride back to Featherston via the East West Access Road and the western Lake Road is quite scenic particularly with Lake Wairarapa close by. More traffic on the Rimutaka hill on the return journey which gradually increased the closer we got to Wellington. Peter N turned off on SH58 up Haywards Hill which is currently undergoing major road works preparing it for expected increase in traffic once the Transmission Gully road is finished projected for later this year.

This was another pleasant ride with good company in fine weather, what more could you ask for, Tawa to Lake Ferry return 231kms.

Peter Nash

Nelson

Top of the South Beemers

The second weekend of the month came around a little sooner than expected in Nelson, thanks to the AGM & rally commotion. Six riders managed to deal with the short notice of an overnight trip to Karamea.

The tone of the trip was set early (we didn't realise this at the time) when someone attempting to put air in his tyres let it all out instead. He enjoyed putting the pedal to the metal catching up though.

Traffic was light, weather just right, not too hot, and in no time we were gracing River's Cafe in Murchison with our presence, bolstered by the arrival of the Marlborough contingent.

The Buller riverside drive was as usual a superb ride, we made good time to Westport for petrol. Not having worked our morning tea through the system yet we opted to carry on and have lunch later. There's a nice newish pie/coffee cart in Granity operated by a bloke on the front lawn of

his house. We passed by this, then thinking more about it stopped a couple of hundred metres up the road before turning back to have lunch there.

One bike didn't turn back, it refused to start. After pushing the G650GS down the road into the coffee cart man's shed (it had begun to rain) the ultimate diagnosis was sudden exit of battery service. The pie cart also produced fish & chips, the fish being caught out front by the man himself using an electric kontiki, a spare battery of which was jury-rigged onto the GS. After lunch the ride recommenced over the hill to the newly refurbished Little Wanganui Hotel.

The planned Sunday gravel excursions didn't happen thanks to very intermittent performance of the troublesome GS, the day devolving into stop start travel back over the hill to Westport where to everyone's great surprise the local Caltex station had a battery that fitted, on a Sunday afternoon too. No-one had a cure for the RS's warning dash light though.

Everyone enjoyed the two days, great weather, great places, great riding, great company. And as a bonus, leaving wide open the opportunity do do it again with the missing gravel bits.



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Rally 2020: Sealed Road Ride to Penzance Bay

One of the options for a sealed road ride was a trip out to Tennyson Bay. (Named after the 19th-century British poet Alfred Tennyson and over near the D'Urville Island area.) It was a big convoy – somewhere up to 20 bikes. The map shows the route with the shortest way up to Rai Valley.

The road to Penzance is flat for about 8 kilometres: Until you reach the divide. Then it's a 500 metre climb to the summit of the Opouri Saddle, and down to the seafront.

A bit of history on the area: Originally a family, Duncan, had set up machinery and bullock teams for local milling. Workers and their families were appalled by the isolation and named the area World's End. The land was accessible only by walking over the Opouri Saddle or by boat.

In 1883, Peter Archer purchased the land in Tennyson Inlet, including a small cottage in the sale. With a good measure of determination the Archers began turning the wilderness into a farm.

His son Fred took over the farm in 1918 and expanded the farm by purchasing neighbouring property. When Fred died suddenly in 1945, his only son Roy returned home from overseas and ran the farm.

Roy and his wife Betty had dreams of attracting holidaymakers to this virtually undiscovered magnificent area, but the road was essentially a track. In the 1950s, they set up the Tennyson Inlet Development Company Limited to develop the area for tourism. Subdividing land to 80 sections for holiday homes, and created 24 kilometres of road over the Opouri Saddle (height 500 metres) with the road opening in October 1962, and completed in December 1962. For a time, the road was operated as a toll road. The Marlborough County Council took over the road in 1968.

Roy died in 1991. His son Peter picked up the reins. The 130 years of the Archers' farming the land is steeped in history and they have managed to diversify during these years. The current generation has published a book on the families' story. 'Dinghy to Daimler and Beyond'. (2010)

In 1973 electricity was bought into this area.



BMW DC Roadster



The electrical awakening of the boxer engine.

For more than 90 years, the 2-cylinder boxer engine has been a key element of the BMW Motorrad identity, in both technological and visual terms. But as the BMW Group consistently pursues electrification, the question arises as to what a BMW motorcycle might look like that is electrically powered? And how would it reveal itself at first sight to be a BMW? One possible answer to these questions is provided by the BMW Motorrad Vision DC Roadster, a highly emotional naked bike with electric drive.

“The boxer engine is the heart of BMW Motorrad – an absolute stalwart of its character. But BMW Motorrad stands for visionary zero-emissions vehicle concepts, too. In view of this, one question that arises is: what would happen if we were to replace the boxer engine with an electric motor and the required battery? The Vision Bike shows how we’re able to retain the identity and iconic appearance of BMW Motorrad in distinctive form while at the same time presenting an exciting new type of riding pleasure,” explains Edgar Heinrich, Head of Design BMW Motorrad. “After all: anyone who’s ever tried it out in practice knows very well that riding on two wheels is just as exciting when its electrically powered! The high level of torque right at set-off makes for breath-taking acceleration. This almost brutal power delivery creates a whole new experience of dynamic performance. And the BMW Motorrad Vision DC Roadster puts a face to this experience.”

New drive, familiar appearance.

In a motorcycle, the motor is the centrepiece – it is the fundamental element, providing the basis for the entire architecture. But electrical drive components have completely different requirements in terms of installation space. While in a conventional motorbike the size of the engine is mainly determined by its capacity, it is the battery that takes up most space in the case of an electrically powered vehicle. The electric motor itself is relatively compact. Starting from this new basis, the BMW Motorrad Vision DC Roadster is able to make this transfer – retaining the iconic appearance of a boxer while filling it with a new function. This is why the Vision Bike is instantly recognisable as a BMW motorcycle, revealing its electric nature on closer inspection.

Replacing what would previously have been the engine, there is now a vertically fitted, longitudinally oriented battery. For cooling purposes, two side elements protrude with cooling ribs and integrated ventilators. As in the boxer engine of the BMW R 32 – the development of which was masterminded by Max Friz in 1923 – the cooling elements are placed in the air stream.

The cylinder-shaped electric motor is positioned underneath

the battery and is directly connected to the universal shaft. The BMW Motorrad Vision DC Roadster thus demonstrates a clever drive architecture that visually echoes the history of BMW Motorrad while at the same time taking it a step further.

Dynamic performance reflected in the proportions.

In the side view, the BMW Motorrad Vision DC Roadster presents a highly dynamic gesture with clear front-wheel orientation. The low front section and the short, high rear convey a sense of agility. Instead of the fuel tank, a flat, finely-wrought tubular structure spans the vehicle corpus. Its further shaping integrates the seat in a modern form, thereby creating the flyline of a sporty roadster. The frame structure is a key factor in defining the dynamic side view.

The large battery with its laterally protruding cooling systems is positioned at the centre of a frame milled from aluminium. The three-dimensional surface finish on the battery trim conveys a contemporary aesthetic appeal with its precise contours. The cooling elements echo the slight forward tilt of the battery silhouette, giving the side a dynamic momentum. When starting the electric motor, these cooling elements move out slightly, indicating that the bike is ready to go.

High performance with a light touch.

The overall appearance of the BMW Motorrad Vision DC conveys a sense of lightness so as to emphasise driving dynamics. Elements such as the seat and the cooling system appear to hover around the battery. On the frame itself, lengthwise milled grooves create a fascinating visual effect, reducing the perceived volume and highlighting the bike’s longitudinal dynamics. This impression is further underscored by means of openings in the milled aluminium frame and the tubular frame structure arranged above it. High-tech materials such as carbon fibre and aluminium reduce the overall weight and give the BMW Motorrad Vision DC Roadster a technical aesthetic. Meanwhile, red contrast elements and brushed aluminium at selected points such as the battery, frame and cool systems emphasise the bike’s innovative geometry.

High-quality details on closer inspection.

A key element of the BMW Motorrad Vision DC Roadster’s captivating overall appeal is the elaborate finish to be found in all its details. Within the mainly dark colour concept, it is the mechanical elements such as the exposed universal shaft and the Duolever fork that add striking accentuations. In this case, the two classic BMW features are re-interpreted and elaborately showcased. In the same way, the suggested triangular frame echoes a typical feature of earlier BMW motorcycle models, even recapturing its white lines, which in this instance fluoresce in the dark. The minimalist design of the front and rear lights is an iconic implementation of the hallmark BMW Motorrad lighting, reflecting maximum reduction in modern style. The headlamp shows the LED daytime riding light in a dynamic, flat U shape, while two compact LED lenses on each side provide the low and high beam. This creates a hallmark lighting design that makes the concept vehicle instantly recognisable as a BMW motorcycle – both during the day and at night. The rear light consists of two C-shaped LED elements which are integrated in the aluminium rear carrier in minimalist, technically high-quality form. On the flanks of the tires exclusively made by Metzeler for the Vision Bike, five fluorescent elements, each about the size of a postage stamp, are integrated. They combine innovative design with safety aspects: standing and moving, the lighting

elements create an exciting graphic effect. In darkness, they increase the visibility from the side, thus providing more security. They also convey dynamics when in motion.

Smart rider equipment.

The functional two-piece suit is not instantly recognisable as protective clothing: it is an outfit that primarily stands as a modern, emotional fashion statement. The light jacket with large graphics in iridescent colouring and the casually styled black trousers combine fashion sense with new functionalities. The protectors are sewn in almost invisibly, while integrated technologies enable various light functions as well as the digital connectivity of the future. An

asymmetrical rucksack vest rounds off the rider equipment for the vision vehicle. Fixed to the jacket by means of magnets, it provides storage space and additional functionality. The permanent magnets means that the rucksack is quick to put on and take off.

Symbol of a new generation.

The BMW Motorrad Vision DC Roadster is a visionary symbol of the future of BMW Motorrad with alternative drive forms. It showcases the electrically powered driving experience in honest, authentic form, in particular creating a new, distinctive aesthetic appeal that is still firmly rooted in the finest BMW tradition.



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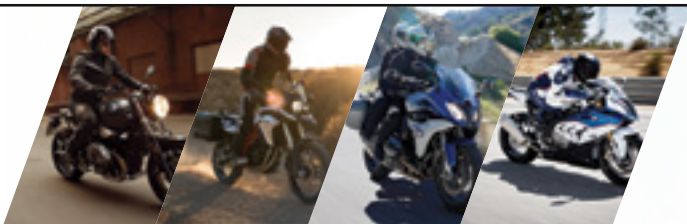
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