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BMW Motorcycle Club New Zealand

NEWSLETTER

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May 2024

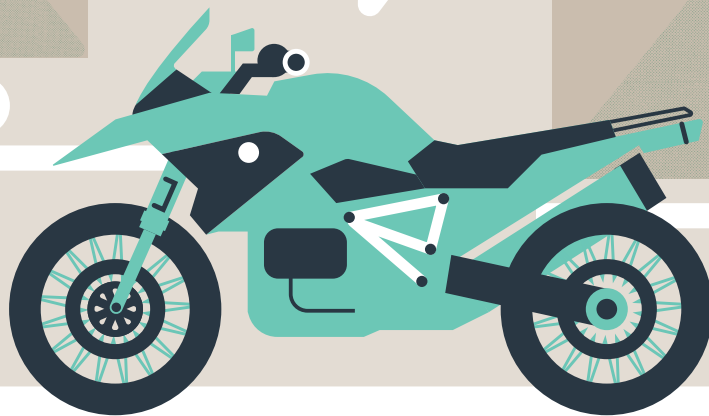


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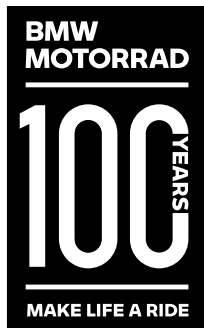


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Welcome to our New Members

We hope you'll take part in many of your local and national events. Your Area Rep will be pleased to introduce you to other members in your area. Our monthly newsletter is an open forum for all members. If you fancy a story and/or photos published about your ride, the rebuild of your bike, a book you might have read or a movie you have seen lately, or just want to get something off your chest about how the club is going, then please email/phone the Editor no later than the 2nd day of the month.

We look forward to your contributions.

A Very Warm Welcome to:

BURNSIDE	Gordon	WAITARA
FARIS	Hugh	AUCKLAND
FREEMAN	Grant	CHRISTCHURCH
HALLER	Leonard	BETHLEHEM
HUNTER	Brett	TAURANGA
LANCASTER	Craig	TAUPO
RAMACHANDRAN	Manoj	AUCKLAND
TABER	Nick	NELSON
WOOD	Richard	AUCKLAND

Please Note: Any material intended for publication in the newsletter should reach the Editor no later than the 2nd day of any month but the earlier the better. The Newsletter is an open forum for all members. Views expressed by members may not necessarily represent the views of BMWMC. Publication of all material is subject to the Editor's discretion. Photos are courtesy of article authors and/or usually credited when known, unless requested otherwise.

Cover picture: TOTS Ride - Kenepuru Heads.

Photo by: TBC

Date: May 2024



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President's Podium

Chris Souness



BMW Motorcycle Club
New Zealand



May 2024

Well, I finally managed to get back onto my bike after my Achilles surgery last weekend. You only realise how much you miss riding when you jump back on again and I must admit, I had a smile from ear to ear the whole ride. Whilst my bike had a new battery when I purchased it, I was concerned about the fact it had been sitting for over eight weeks and that it may have lost some charge. Fortunately for me, the bike fired up first touch of the starter. The extended time off the bike did make me think and it prompted me to go and purchase a battery tender from our Motorrad dealer in Wellington.

The board held a virtual meeting earlier in the week and it was pleasing that there was nothing too significant that we had to deal with. Much of the discussion was around the planning for the up-and-coming rallies, the administration of these and the schedules.

We are now able to confirm the timing and location for this year South Island Rag Rally which is to be held in Reefton on the West Coast over the weekend of 1st and 2nd of November. The top of the South crew have very kindly agreed to manage the Rally and they will be updating us with more details a little closer to the time. Reefton is a fantastic spot with many riding options, both road and gravel close at hand. There are a wide range of accommodation providers so the team have decided on this occasion, to leave it up to those attending to arrange and book this directly themselves.

I was also invited to attend a planning meeting for our National Rally being held the weekend of the 7th -10th February at the Copthorne Hotel and Resort in Masterton. The organising committee are doing an excellent job and I'm confident the weekend will be a fantastic celebration of all things BMW and great way to kick off our clubs 50th Year celebrations.

Don't worry, we haven't forgotten about the GS Rally. This is being held at the same location as last year, Lakes Ranch Rotorua. The dates are being finalised now and fingers crossed they will be published in this edition of the magazine

On behalf of the Board, I would like to take this opportunity to thank all of the volunteers who have kindly put up their hands and taken on the task of arranging these events on behalf of the club and our members. They do a great job and we all appreciate it.

All the best and enjoy the winter riding wherever it takes you.

Chris



Area Report: Waikato

By Chris Townson



Waikato Wanderings

The Waikato has been a little quiet on the newsletter front recently, but we have been making the most of some fine weather and getting out there when we can.

We have had rides to Kinloch for lunch on the waterfront, loops around Kaiaua for lunch, a group ride with Rev's Motorcycle Center (Paeroa) up to Whangamata for lunch and a leisurely evening ride for dinner. The common theme has definitely been bikes and food! And of course, enjoying great company.



20-year Club member Trevor Martin at Kinloch for lunch

The highlight recently was the NI RAG Rally, attended by six members from the Waikato.

Four of us from the Waikato headed to Ngaruawahia to meet up with Greg, Stephen and David who were coming from AKL. The seven of us then headed to Pirongia to collect another member. We decided at this point to split into two groups to travel South; those who wanted a more 'spirited ride' and those who wanted to have a more scenic ride.

From Pirongia it was a nice cruise down to Blue Hill café in Owhango where we all reconvened for brunch. After brunch, we rushed to the Lodge to get the comfy beds.

On Saturday a group of us made our way out through Pipiriki and down Whanganui

River Road. Stopping on route at Kaiwana Flour Mill to have a look around which is worth a stop if you're going past. Onwards from the flour mill to Upokongaro for lunch at Behind the Door On Four, and, as always they didn't fail to deliver a quality meal.

After lunch, we were Ohakune bound through the Parapararas. The group split into two with the heavy handed leading the way. A mandatory stop was made at Ruakawa Falls, where we met up with Steve from the BOP on his GS1250. After quite a few photos, it was back to Taylors Lodge for dinner.

Thanks to Clifford for doing a great job leading a boisterous kitchen and delivering a great meal for everyone. VP Steven Parkinson did the speech to thank everyone for coming and to acknowledge Trevor Martin who has just received his 20-year certificate for his membership with the club. It was an enjoyable evening catching up on all the happenings and hearing some tall tales...some, possibly, taller than others.

Sunday, after all the good-byes were said, we had a leisurely ride home through National Park. We made a stop at Whakamaru for lunch where we caught up with Greg, David and Steven again for some more laughs.

As always with the RAG Rallies and AGMs, whether North or South Is, it is great to catch up with old friends, many of whom I have not seen since the last BMWMC event.

Special thanks to the Waikato riders for kitchen duties, and Clifford for the dinner. And last, but not least Congratulations again to Trevor for 20 years with our Club, it is a great achievement!



RAG Rally ride out on Saturday

Relaxing before dinner on Saturday night



Club Ride 4th May – Nikau Café

Four members met at Ngaruawahia for a ride up to the Nikau Cafe and Caves for lunch. We had two options on the table, either gravel up Te Akau Coast Road or a seal ride up SH22. Between the four of us we decided to take the gavel route on the way there and with full stomachs post lunch, we came home via the seal route, with a few added detours. It was a great day out and the weather definitely put on a great show providing us with a crisp but perfectly clear autumn day. Thanks to Graeme, Sue and Richard for the great company.

Chris Townson # 3983



Ride to Nikau Cafe: Graeme, Chris, Richard & Sue

Next ride TBC: Monday 3rd June – King’s Birthday. TBC

June’s dinner will be at the Cock n Bull in Hamilton on the 20th of June.

Area Report: East Coast

By John Wuts



A grand total of thirteen members and ex-members enjoyed a wonderful dinner at Habitat on the Quay on Tuesday 30th of April.

John #1867



Robert, Bronwen, Leonie, John F, Walter, Stella, Les, Alan, Ann, Peter, Pam and Carole.

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Area Report: Taranaki Tales

by Wayne Higgins



April's Ride



April's ride was a leisurely cruise around the mountain with stop offs at some of the coastal beaches. Luckily the weather was on our side the whole way. We had five bikes and seven participants on the ride.

Our first Coastal view was along Greenwood Road, where campers can freedom camp. It was then onto the



two lighthouses. We didn't stop at the first lighthouse as we took the scenic route hugging the coast with spectacular views and road, as it is very rarely used.

We stopped at the second and original, now decommissioned lighthouse for a chat. This is a rugged part of the Taranaki coastline. We didn't stay long due to being attacked by swarms of midges.

It was then onto Sugar Juice Cafe for lunch at Opunake which is the longest running cafe in Opunake. Highly recommended, great food and coffee.



Next, we had two more coastal stops, the first at Kaupokonui. We were very pleased to find that two of our riders had never been there. It is always heartening when we organise rides that are new to some of our members.

Our last beach stop was Ohawe Beach. Another part of the rugged Taranaki coastline. This stop had fantastic views down the coast.

After this, Rob and Julie took the lead on the backroads to Stratford. We had our last stop there at Malone's for refreshments. A great day out.

Wayne #4097





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Area Report: Rangitikei Roundup

By Murray Petherick



April

Things have been fairly quiet in the Rangitikei since the last newsletter hit the streets.

Our regular brunch gathering at the Woolshed late in April was a relatively quiet affair with a small, select group gathering for coffee, a snack and a chat.

Our normal ride day coincided with Mother's Day and previous experience has shown there can be significant problems finding a suitable lunch venue if bookings are not done well in advance. This, coupled with the prospect of a bit of inclement weather, prompted me to opt for a proper Mother's Day lunch gathering in lieu of the ride and to probably defer the monthly ride to the usual brunch day later in the month. Robin suggested we try the 'new' Robert Harris Café on SH1 in Foxton and we were fortunate enough to be able to book a suitable space, despite leaving the booking a bit late. Good call on the venue, Robin.

Eight couples turned out for the occasion and we were well looked after by the café staff. They were quite happy to extend our table as the numbers swelled beyond the dozen or so attendees I had estimated at the time of booking. There was a good selection of both cabinet and menu food. The café was busy through the mid-day lunch period but numbers had thinned quite

a bit by the time we were ready to leave. My impression was that we all enjoyed the hospitality and the company, and the café is definitely worthy of a re-visit in the future.

Murray #2690



Annual Rally 2025



Annual Rally 2025

Planning is well underway for the 2025 Annual Rally which will be based at the Copthorne Hotel, Masterton, and will run from Friday 7th of February through to Monday 10th of February.

Tibsy, Denis and Murray (aka the Area Reps for Wairarapa, Wellington and Rangitikei) have been charged with organising the event and have, to date, met several times to progress some of the fundamental aspects such as setting the dates, selecting a suitable venue and to start planning for the various rally events, rides and functions. This Rally marks the 50th Anniversary of the BMW club in New Zealand and we are committed to making this a memorable occasion.

The Copthorne is well suited as a rally venue as it is situated away from any major urban area (and related traffic issues) and offers plenty of good accommodation, including indoor and outdoor pools and a gym, together with a large room space of which we will have exclusive use for our gatherings, meals and functions. Staff have been very helpful in understanding and accommodating our range of requirements and have been able to offer very favourable rates for aspects such as room and venue hire.

The Wairarapa is an area that is possibly not well known to many of our members but it offers numerous, excellent opportunities for riding, both on and off seal, together with some great 'extra-mural activities' such as wine trails and some unique sight-seeing spots.

We are looking forward to hosting you and enjoying your company at the Rally so mark the dates on your calendar. Registration details and other relevant information will be made available a bit nearer the time.

Tibsy, Denis and Murray.

Area Report: Wellington

By Denis Hulston



Club Social Meet & Eat 1st April

We had a good turnout of club members for our March club night, at Petone, numbers unaffected by it being Easter Monday.

OUR CLUB RIDES APRIL 2024

This seemed to be the month of riding Pohangina Valley – twice.

Pohangina Valley & Kimbolton - Sunday 14th

Only three riders, Keith, Ian and Denis, as the weather had looked dubious and we'd changed the ride from the day before. However, we had some beautiful winding riding up the Pohangina East Valley which was stunning in its Autumn dressing. We stopped for lunch at Hansens Café in Kimbolton, before returning to Wellington via backroads to Sanson and more back roads to Himatangi. The final leg was via SH1 and Transmission Gully, a 330km ride.



Pohangina Valley East Road – Ian, Keith, (Denis)

Cont...

Area Report: Wellington

By Denis Hulston



Brief stop – Oroua Valley lookout



Oroua Valley Lookout to the southern Ruahines.

Multiday ride based at Taihape

We postponed our multiday gravel and bitumen riding, based out of Taihape, due to holidays and family commitments. We'll revisit it in the Spring.

Cont...

Area Report: Wellington

By Denis Hulston



Lake Ferry, Palliser Light - Saturday 27th

Stunning weather for an impromptu ride to Lake Ferry (Ian, Lynn, Denis, Annie) for their famous fish and chips, and then on to the seal nursery around the Palliser Bay coast. Always good to eat Lake Ferry fish and chips, and always good to see the young seals cavorting and celebrating life in their nursery spot.



Waiting for the seal babes to come ashore.



Autumn shadow - Palliser

Ground hog day - I joined Ian and rode the Valley route again with the Wellington IAM RoadSmart riders. The weather was perfect, sunshine and no wind. Again, good riding, good company - good opportunity to combine both club interests in riding. Thanks Ian.

Denis #3184



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Area Report: Wellington

By Denis Hulston



This month, I've included our early May rides, as Annie and I will be out of New Zealand riding in Scotland and Sardinia. Martyn Wright will add you to our Wellington impromptu ride link on WhatsApp, (WLG BMW Impromptu Rides) if you're not already there and joining our rides.

Club Social Meet & Eat 6th May

We had a great turnout of twenty club members for our early May club night, at the Petone Club. A good night - lots of good chat, food, and drinks.

OUR CLUB RIDES MAY 2024

This seemed to be the month of riding Pohangina Valley – twice.

Palliser Light ride - Sunday 5th

We had planned a long combo (bitumen and gravel options) ride to Alfredton, Tinui and Castle Point. However, with five riders, and word that the Palliser Hotel was under new management, we settled for a bitumen ride instead. Five riders – Ian, Keith, Chester, Scott, Denis left Z Remutaka at 9am

Gladstone to avoid the long straight slow route via Masterton. The riding was good, although there is some road damage. There is logging activity out on the Masterton-Castlepoint Road, so you need eyes open for uneven and broken surfaces.

The Palliser Hotel is indeed under new



for the ride over the Remutaka Hill. No ice, but it was cold (6C) for starters. We stopped for coffee and a warmup at the Wild Oats Bakery before heading to Castlepoint via

management, since October, and open. The hotel hasn't been open on our riding this route over the last few years so it is a welcome change. We snacked in the garden area at the back of the hotel – sunshine, no wind, lots

Area Report: Wellington

By Denis Hulston



of families and other riders. The locals were celebrating a perfect day. We checked out the beach at Castlepoint – a few brave surfers and an even braver bikini-clad swimmer (actually only a walkout, and no I won't do a total immersion after all). has We rode back toward Masterton and took back routes to Wainuioru, Westmere and Te Wharau roads to Gladstone and Martinborough. No coffee was open at Martinborough by the time we

got there, except at the Martinborough Hotel, where we stopped briefly before the ride back home. The Remutaka Hill was busy this time. There are lots of slow bays, but quite a few drivers who choose not to see them and the lines of traffic behind them. However, nothing really detracts from a good day of riding – 370km, eight hours riding including our breaks. Denis #3184



Sunshine and warmth – Castlepoint Hotel Garden. Ian, Scott, Jason, Denis, Chester, Keith



Castlepoint beachfront - Ian, Chester, Scott, Keith, Denis

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Area Report: Top of the South/Te Tauihu

by Gretchen Holland



Sunday 14th April



Organiser and scribe – Gretchen Holland

The Top of the South drought has broken! After an organiser's dream summer, with no weather forecast gazing anxiety for months, we had a lot of rain from the Wednesday to the Saturday before our monthly ride. The decision was made to postpone Ross' planned Marlborough Mystery Tour til the next weekend. But a few of us decided to go for a ride anyway and the others who turned up hadn't looked at their emails in time. Seven of us headed to Havelock (in

a mild amount of dampness) for morning tea and there decided to continue on round the block – Wairau Tavern for lunch (lovely homemade pies), St Arnaud for a look at the Lake and an ice cream (for the three of us remaining). It started raining just as we set off for home but didn't come to much.

Gretchen #949

Riders: Richard, Terry (peeled off at St Arnaud) Peter W, Tony, Gretchen (the stayers)

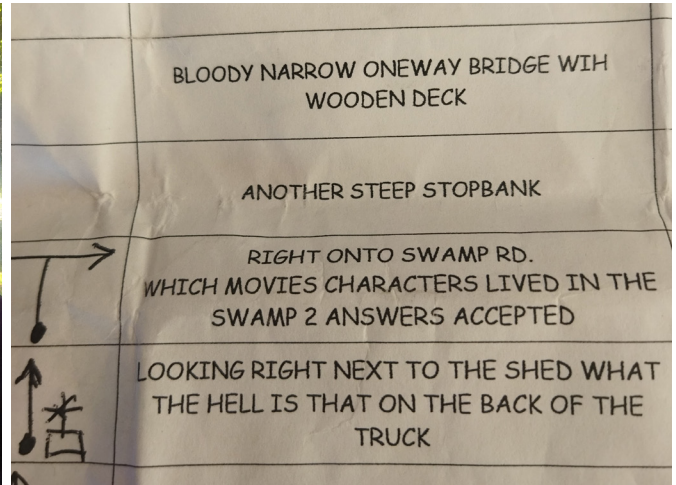
Visitors: Annette, Chris (peeled off at Blenheim)

Area Report: Top of the South/Te Taiuhu

by Gretchen Holland



Sunday 21st April - Organiser - Ross Williams



Peter Wood led the Nelson group over to Marlborough and wrote - We left QE2 Drive, Nelson at 9am for Blenheim for a Marlborough Mystery ride organized by Ross Williams. The meeting point and briefing was at Omaka Café - coffee and cakes with Peter, Irene, Allan and Ross from Blenheim. We all received a 5-page instruction sheet, a map and a suggested time frame of 2 hours. It involved stopping at 20-plus places of interest and entering answers on our instruction sheets. The first stop/question was the Rego number of the [Merchant Courier] Bristol Freighter aeroplane (Rego 2K-CPT). We rode a loop around the outskirts of Blenheim past the many vineyards, stopped at cemeteries, memorials, old flour mills, the site of the Wairau Affray (1843) etc. etc. Did you know Alectryon Excelsus is a Titoki tree - just another of the questions and answers? About 72 km and more like two and a half hours later we met up at the Blenheim Rail station and then rode to the lunch stop at The Vines Café. Did I mention Terry got lost and doesn't have a cell phone? I do hope he made it home ok (note from Gretchen - he did, I rang him later that afternoon). At lunch, Ross, William, Richard, Matthias, Murray, Wayne and Peter W had a debrief and checked who had the most correct answers. It was a tie between William and Matthias who both had 15. Matthias received the prize (a book) with the flip of a coin. A great day out, very much enjoyed by all. Thank you, Ross.

Ross Williams wrote - Marlborough put on its usual sunny autumn day - blue sky and plenty of warmth in the sun. Unfortunately, one side leg of the route was closed due to subsidence repairs. At the debrief the interpretation of the clues and answers given created plenty of laughter, the obvious being not so obvious. Good to see the Nelson crew cruising around the outskirts of the town enjoying the countryside and looking for items of interest and some even got lost.



Area Report: Southern

by Tharon Knoetze



April - Highlands Park

A brisk autumn morning with temperatures changing constantly, as we head to our destination for lunch. From high up the hills where the sun smiles upon us with a balmy 11 degrees to way down into the valleys where a cold 2.5 degree blanket of fog covers us and it looked like the frost turned some streams and pools of water from prior rain into "crystal".

We continue to make our way to Central Otago, surrounded by changing trees, most shedding their leaves, some already standing bare, bracing for a cold winter ahead. We arrived at our meeting point, Highlands Park, where high-performance cars already broke the stillness of the morning.

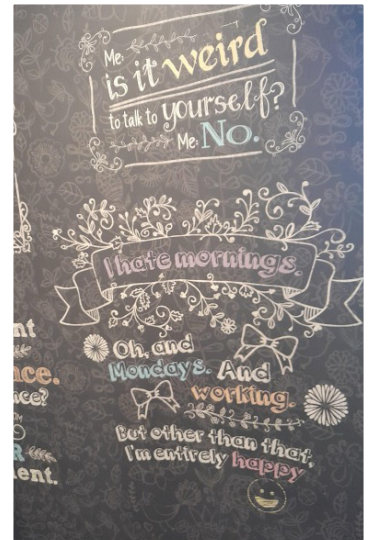
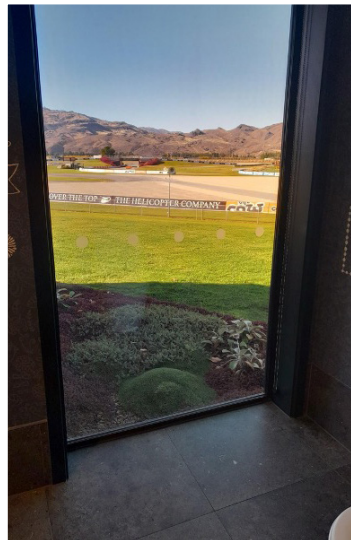


Sadly, due to parking issues, we couldn't park all the motorcycles in close proximity to each other for a photo. Highlands Park is renowned for its "loo with a view" as featured in magazines, Air NZ, being one of them. It's a given when there, even if you don't have to go, you need to go, just to check the loo out.

Not the normal large group this time because of Anzac Day and some members having other commitments.



After lunch, some tech talk, a few jokes here and there and some ideas shared for the next ride, we got ready to head home. Some riders had a 3+ hour one-way ride ahead of them and after a long day out, with a much warmer afternoon temperature of 19 degrees, a very enjoyable ride, 490 km later (round trip) we were safely home. Tharon #2595





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50th Annual Rally 2025
7th-9th February 2025

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**Motorcycle Rego
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My recent BIO by Bike

By David Morris



An informal but true tale in which I face a bike-less future...

When I was a child, I thought as a child. I played with toys; rode trikes and push bikes, but oddly enough, not scooters.

Although born in the Capital, I grew up in the Borough of Taradale – now a suburb of Napier. I had barely started school at Hataitai when the move happened. Mother and baby brother went first. Father finished things up at the old address and my other brother and I travelled up in the family car. A 1928 rag-top Austin Seven, with a 747cc engine.

The innocence of a child: I had no idea where I was going or how far it was. The idiom, 'Are we there yet?' (hadn't yet been 'invented';) rings in my ears as I write. Retrospectively, it was around an 8-9 hour trip, taking in stops for rest and arriving after dark.

Mother had a brother-in-law who was a builder, and he was building the house in Taradale. Father always saw the greener side over the fence and, coupled with Wellington and his hometown of New Plymouth, had a scunner for wet weather. Perhaps Napier would solve his problem? – Perhaps not.

Compared with the Hataitai bungalow – with a fabulous view of the TEAL flying boats landing and taking off in Evans Bay, - to a brand new house on the recently raised seabed (1931 earthquake), the new house was huge! The mind of a child

did not understand geology, or fantastic views. Now we had a ¼ acre section to play on; instead of a steep sloping section. Yee-hay! Push-bikes were a-la mode not long after that time. Like the owners, they grew in size to fit the child. We could cycle to school and safely leave the bike unlocked while in class. During the winter, we would steer through the puddles and smash the ice: Crunch!

Like the cycle of day and night, so I attended school and then started work. I used the bus to commute back then. Buying a vehicle was not on my mind and it really never got serious with me. After three years at window dressing there had to be a better life? That was when the Army came to mind. I have no idea where it came from. Sure, Dad had served in the War-time years with the Air Force, (and he loved it) but other than a distant uncle of mother's, there was no career military background in the family. The Vietnam War was on at that time. It wasn't a concern of mine but the terms of signing up had been changed. You could now sign on for three year's active service and a 5 reserve. And that's what I did. Further I didn't know what I wanted to do in the Army and on the advice of the recruiting Sergeant; I opted for the trade of storeman/clerk. (In hindsight it turned out to be a good choice.) For the military minded, I joined the RNZAOC. I was assigned to Linton Camp, - just far enough out of Palmerston North to need a car.

Now on the subject of cars and driving in general: I had had some experience

My recent BIO by Bike

By David Morris

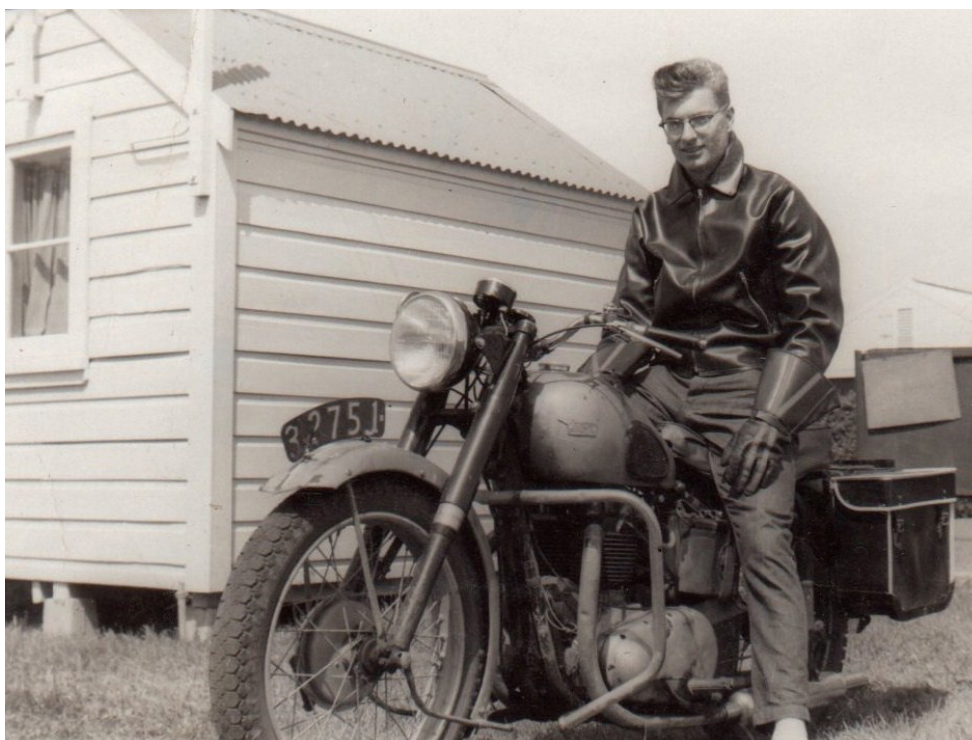


behind the wheel. My second experience of driving was an early 1950's Commer truck. But the non-synchronized gearbox involved double de-clutching. That was too much. A 1947 Vauxhall of a friend was my first ever drive experience.

Besides, looking back now, I had a

physiological problem of relating the gearing effect as opposed to the direct movement as with a handle bar.

So, to cut a long story short, I bought a bike for my mode of transport. The very first



vehicle I owned was a 50cc Puch scooter. A great little bike but rather slow in the traffic stream. I railed it up home on Christmas holidays. Around this time, I had extensive use of a loaned BSA I think it may have been a 1951 B31. A couple of years later I was on a 125cc Honda motorbike. This bike, I actually rode up to Napier. Took my time, mind you – I had no choice! Somewhere in this decade I got my car licence. The Transport Department went from a card licence to a book style. And with a motorcycle licence only, I was lucky enough to be up graded and have the car endorsed. So eventually, I learnt how to drive a car in

my own time. Fortuitously it was good timing as around this time, I got married and bought a house in Palmerston North.

Time passes. 12 years later; I am still a soldier; different Camp; different unit. My OC (Officer Commanding) said to me, "Dave you will get your HT licence.

We have arranged with Transport Dept. for driver training. You're not much good in this unit without it." It was a 'field force' unit – as opposed to a 'static unit.' So it was thus.

Because there was a heavy trailered laundry unit in the Company, its weight required the articulated licence. After the driving training I had car, m/cycle, truck, Heavy trade and also the special wheeled (forklift) licenses. (Or 1 through to 6.) I have now dropped the truck licenses.

I commuted to work by motorcycle. Back in the '70's the registration cost was affordable. Today it is quite expensive by comparison. Commuting was Japanese bikes of no more than 400cc engine size. Included were, 1975 Honda CB200, 1973 Kawasaki H3, 1973 Triumph Daytona, 1980 'Zuki GN400, and LS400 (Savage). Comments on some of the bikes: CB200

My recent BIO by Bike

By David Morris



I learnt about stretched chains. H3: very thirsty: Used more petrol than my 404 Peugeot. Daytona; more time off the road than on it. The GN was a sweetie and the new Savage was worn out in 5 years.

During the Savage ownership, I started to think about a BMW. But they were so expensive. I compromised with myself and looked at 'affordable' BMW's and researched what model would be best suited to my purposes. The answer was an R65. I found a good model out at a farm in the Wairarapa and bought it. It was a great bike in good condition and miles. As I rode it home to Petone (more or less), I passed the Harris's Honda shop in Lower Hutt and espied an R80. I stopped and took a closer look at it. – 'Just looking!' It was beautiful; complete with a look-a-like R90S cowling and resplendent in black with pinstripes. Outcome was I bought it. One previous owner was a BMWOR member Lynda. One day she flagged me down and said quite excitedly, 'That was my bike!' I still see her occasionally.

Well, move forward, and BMW Motorrad introduce the R1200C range. My first impressions were negative. It was so outside the BMW 'box.'

Well time is a healer, and most of you will know I bought a Cruiser. The maroon (BMW nomenclature: Canyon Red) 1999 (rego) had 23,000 Km on it when I bought it. It was reliable and served me faithfully. But recently (in years – say 2013), it developed an occasional noise. As the bike went well and purred along except that occasional time, I lived with it. One theory was the loose inner header exhaust pipe. I had that checked out and the right side was replaced. But the occasional rattle did still persist. I lived with it – ever the optimist. That was not the problem.

After the Napier Annual Rally (2017), I had plans to head for Cape Reinga. I set off on a perfect rider's day on Monday morning. The bike was performing well and I made Taupo in good time. At Cambridge I was fed onto the (unknown to me) new Expressway that skirts Hamilton. 19 kilometres later at the north end, I was coming to the end of the Expressway. I de-throttled back and that's when my day changed. A horrible expensive-sounding noise came from the engine. This is it! That occasional irksome noise had come to a head. So the short of it was I took it to the local BMW agent and after a road test, the diagnostic was the gearbox. A loose cog was sliding on the shaft and knocking on its neighbour. It was possible the gearbox could explode. Dejected, I limped home with

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My recent BIO by Bike

By David Morris



back-up plans should the bike fail to get me home. I arrived home and put the bike away to mull things over.

Was it over? I pondered the situation and went through alternatives. I was now retired: Maybe I should put motorcycling in the past: The registration



is horrendously expensive. But touring is the thing I love the best. My lifestyle was going to change out of necessity. I reviewed bikes on TradeMe idly.

Ironically, there were two 'Independent's listed. Both were immaculate in appearance and mileage. Both were a year apart in age and were the yellow/black colour coincidentally the same as a demo bike I had ridden in 1999. I'm in Wellington and one bike was in Tauranga; the other in Whangarei. There were two main factors/things that separated them: the Tauranga bike was a fixed price and had an aftermarket, high, high-riser. And a higher kilometre reading. The other

has an incredibly low 15,000 kilometre recorded but was further to fetch.

A change of events was about to unfold. Cheryl said to me, "Would you like a bike for your birthday?"

Have you ever been caught off guard?

I was: Totally flummoxed. After recovering all I could say was quite feebly, 'Are you kidding?'

Suffice to say, I went to Whangarei. I had fellow member Ian inspect it and based on his report, went the extra mile and turned the delivery trip home into a tour over three delightful days. This is my current steed.

* * * * *

'What's that dear?

Waffling?!?

Huh? OK.'

"Copy, boy!"

Dave #1774



“Good boy, SpOTTO”

Hams Hall, UK. A four-legged robot named “SpOTTO” recently joined the team at BMW Group Plant Hams Hall in the UK. The autonomous robotic dog scans the plant, supports maintenance and ensures production processes run smoothly. Equipped with visual, thermal and acoustic sensors, SpOTTO is deployed in a number of unique use cases: On the one hand, it collects valuable data for the plant's digital twin; on the other, it serves as a watchdog, overseeing maintenance of production facilities. “Virtualization, automation and artificial intelligence are central pillars of the BMW iFACTORY,” explains Klaus von Moltke, SVP of Engine Production at BMW AG. “Bold, innovative application examples like those at Plant Hams Hall showcase the full range of possibilities.”

Fully connected digital twin: Big data on three levels

SpOTTO plays a pivotal role in creating and refining the plant's fully connected digital twin. The digital twin operates on three levels: On the first level, 3D representations of the entire plant are generated. The second level comprises a large data layer into which the autonomous robot dog, production facilities and IT systems at the plant feed all relevant information. On the third level – the application level – dedicated programmes sort the data collected into comprehensible and traceable units. It is the combination of these three levels that makes the fully connected digital twin unique. Using apps, experts at Plant Hams Hall can now evaluate and utilise this data. Application examples include quality assurance and production planning. Dirk Dreher, Director of BMW Group Plant Hams Hall, is delighted: “Thanks to the digital twin, we have an enormous quantity of precise data and evaluations, as well as a real-time picture of production processes. The project team at Plant Hams Hall has created unique use cases for our four-legged friend and integrated him perfectly into our processes.”

“Good boy, SpOTTO”

from the Press Office



A reliable maintenance watchdog

Thanks to its visual, thermal and acoustic sensors, SpOTTO is able to perform numerous maintenance tasks. For instance, he monitors the temperature of manufacturing equipment and immediately recognises if an installation is running too hot – an early sign of potential failure. At BMW Group Plant Hams Hall, SpOTTO also specialises in identifying leaks in the compressed-air lines used in production. Given that compressed air requires a substantial amount of energy, detecting leaks quickly can lower energy consumption.

SpOTTO was created by Boston Dynamics with the product name “Spot.” It is a nimble robot small enough to use indoors, that climbs stairs and traverses rough terrain with ease. “Spot” was renamed SpOTTO at Plant Hams Hall – paying tribute to the heritage of the British engine plant. Gustav Otto was one of the founders of BMW and son of Nicolaus Otto, inventor of the four-stroke internal combustion engine. In 2023, more than 400,000 engines were produced at Plant Hams Hall, which, alongside SpOTTO, also employs about 1,600 people. Before SpOTTO's introduction at the plant, a dedicated team tested which activities the robot dog would be suitable for in a one-year development process. Other potential uses are currently being trialled in the plant's Technical Basement: These include reading analogue operating controls or performing complex sequences of movements that make the four-legged robot even better at accessing hard-to-reach areas of production. In addition to Hams Hall, other BMW Group plants are also currently testing the use of robotic dogs.

Working with trusted partners

Marco da Silva, Head of Spot Product Development at Boston Dynamics explains: “The working environment at Plant Hams Hall is well suited for industrial inspections using a quadruped robot like SpOTTO. The robot can easily take over the completion of numerous, repeatable monitoring tasks so the plant's maintenance team can focus on maintenance. We are proud of the way the robot has been integrated into the plant.”





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BMW Motorcycle Club of Aotearoa New Zealand - Risk Management Plan

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

Riding Code:

1. All Club members on Club rides shall do so as individuals responsible for their own safety and shall take into account the safety of others they encounter on the ride.
2. Club members are responsible for ensuring that their motorcycles are in a safe and legal condition, the minimum being to Warrant of Fitness standards.
3. Riders, Pillions and sidecar passengers where required, shall have as a minimum standard New Zealand Approved Motorcycle Helmets, and stout footwear, gloves and clothing that will be capable of protecting their body in the event of a mishap.

4. Club Members are to go to the aid of any others suffering a mishap.
5. Rider organisers shall nominate the destination for the ride as well as any regrouping locations or other stops. The organiser is not responsible for the other riders' behaviour or safety.
6. Riders shall ride at a speed and in a way that is comfortable for them. Do not ride outside your personal comfort envelope.
7. If a rider is unfamiliar with the route, they shall arrange to follow another rider who does know the way and who travels at a comfortable pace.
8. Riders who decide to travel as a group shall adopt a staggered riding formation such that there is an accepted following distance to the rider immediately in front. A reasonable following distance is indicated by a time of two seconds between riders for dry conditions and longer for inclement conditions and on loose surfaces.
9. The Ride Organiser and or the Club are not responsible for the participants' safety, and all participants participate at their own risk. All participants are aware that they are travelling on open public roads and are responsible for their own safety and compliance with the Road Rules and Laws.



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