

newsletter

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BMW Motorcycle Club
BMW Owners Register
of New Zealand



april 2015

The Long Way Home From The Rally



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please note

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

president's podium



Area Reps Guidelines.

The document developed by Area Reps and Members of the Executive has been updated. You can find this document on our Web Site. This document sets out the guidelines to Area Reps and also provides an insight to the role of an Area Rep for anyone thinking of offering their services to their Area in a way that strengthens the Club right across the country. If you have a few minutes to spare why not take a look at these guidelines. This document is a living tool for our Reps and as such is always open to updates and improvements from time to time. If you have a contribution to make to these guidelines please forward them to me. I will see that your suggestions are tabled at the next meeting of Area Reps. We still have some areas that require an Area Rep to co-ordinate rides, social events in their area and communicate with the surrounding areas. This role is a very important one and is part of bringing the entire Club together. If you feel you could spare a little time to strengthen your Club why not give Garry (Vice President) a call in the South Island or myself in the North Island.

You have read in our March issue of the Newsletter accounts of the Annual Rally and A.G.M. held in Wanganui during January. It's great to hear members still talking about the great times they spent together over the Rally Weekend. Ninety four people sat down together at the dinner following the A.G.M. I say once again thanks to you all for sharing the weekend with fellow members of the Club and to once again thank the organising committee from Rangitikei Area.

2016 Annual Rally.

I have visited the venue for our 2016 Rally to be held in Hanmer Springs. This is going to be another Rally not to be missed. I have also been sounded out as to an after Rally Tour of the South Island and have started work on planning a 10 day tour with maybe a lay day in the middle. This tour will travel over roads both sealed and unsealed. If I was still riding the K16 the unsealed roads would not faze Ann and I. I guess what I am saying is, you don't have to be riding a GS to take part in this tour. Watch your Newsletter for further details of both the Rally and the after Rally Tour. If you are interested in taking up the option of a tour after the Rally, contact me now and I will register your interest. The tour starts from Hanmer Springs immediately following the Rally and will take in many iconic South Island roads and locations not often visited without making a point of taking part in a ride such as this one. Approximate distance to be travelled will be 3500kms and the tour will finish with a wind down dinner in Blenheim.

Executive Team

I am still looking to fill the position of one other member on the Executive Team. This could be you. Why not contact me now if you are interested.

Cycle Event.

Members of the OR took part recently in two major cycle events in the lower North Island. One of them included five police BMW motorcycles. This was great publicity for the marque. You might have seen them on TV .

Five members of the OR are providing motorcycle transport by carrying referees for the Sovereign Triathlon Series being held in Wellington. OR riders who take the time to support these events certainly raise the profile of the Register and that has to be good for everyone.

As always – wheels down, feet up

Peter a.k.a. Tibsy

Cover

Joy Quilter adopts an attitude after her husband, Paul, let the satnav lead them on a "Bohemian" Tour, "Up the Boohai*", shooting Pukeko with a long-handled shovel."
(Story P12.)

Photo: Paul Quilter

* "Boohai" - the way a lot of the early Bohemian settlers mispronounced Puhoi. Tell the truth, you've always wondered where the saying came from, eh?

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

other events

BRONZ Ride Right, Ride Safe. A great way to get to know your new bike. Usually third Sunday of the month at the Whenuapai Airbase. Contact Finn on 09 625 5533 or 027 484 6326 for details.

More detail at rrrs.org.nz - and they can **BRING THE COURSE TO YOU** if you can come up with the numbers and a venue: speak to Finn.

bmwor area events

Please note that rides start at varying times and/or places. Read the event notices carefully and, if in doubt, contact the Area Rep (details on rear cover) or ride organiser (if noted) for assistance. On most rides there is a rider briefing 5 minutes prior to departure, at which point riders are expected to be ready to go with bikes fuelled and bladders empty.

Every effort is made to ensure that details of events are correct at the time of printing. Please check the website (<http://bmwor.org.nz>) for current information on events or contact the local Area Rep if you have any questions.

auckland

Sunday 19 April Raglan, leaving Southbound Motorway Service Centre, SH1 Papakura, at 0930.

Sunday 17 May Tirau or Cambridge or thereabouts. Leaving Southbound Motorway Service Centre, SH1 Papakura, at 0930.

waikato

Sunday 5th April - Ride Round the Lakes. Departs Cambridge BP 9 am

Sunday 19th April - Ride leader required. Place & Time to be confirmed by email

Thursday 23rd April - Coffee / or Meal & Chat Night. Onyx Bar & Restaurant. 70 Alpha Street Cambridge. 6:30pm

Sunday 26th April - Ride leader required. Place & Time to be confirmed by email

bay of plenty

Sat-Sunday 11-12th April - Mount Motorcycles have their annual weekend ride up the east coast to Hicks Bay in April, which many of our members will be joining. (For further information/registration about the weekend you can contact carolyn@mountmotorcycles.co.nz).

Easter and ANZAC weekends are a busy time so we will plan some events for May including Yum Char with Kev!

rangitikei

Sunday 12 April Ride to Staglands (postponed from 2014) RIC Peter Truter: email to follow re start point.

Tuesday 28 April Meal at Four Flames Feilding at 7 00 pm (earlier time) Host Shane O'Brien

Sunday 10 May Ride to Wheelwright Masterton. RICs Don Cross and Robin Wood.

Tuesday 26 May Dinner, Brickhouse, Whanganui. Jeanette Hawthorn.

Sunday 14 June Ride to Thompson's Bike Museum RIC TBC

Tuesday 30 June, Dinner Lone Star, Palmerston North RIC TBC

east coast

Monthly gathering at the Puketapu Hotel, 679 Puketapu Road, Puketapu. Last Tuesday of each month from 6:00pm onwards.

Sunday 12 April - Ride to Taupo for hot swims and lunch. Meet at BP Bay View 9.30am. All enquiries to John on 06 844 4751.

Sunday 10 May - Ride to Guthrie Smith Arboretum at Tutira to view the autumn colours. Entry \$10 per person. <http://www.guthriesmith.org.nz/> Take a picnic lunch and meet at BP Bay View 11.00am. All enquiries to Bronwen and Peter on 06 836 7938.

wellington

Note - In addition to the events posted 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.

Saturday & Sunday 11&12 April - Wellington Overnighter - Wimbledon Tavern

Monday - 13 April - Monthly Club Night - Petone Workingmen's Club from 6pm - Guest speaker Nicole Berman - Motorcycling in South Africa in conjunction with Motomart

Sunday - 10 May - Club ride to Castle Point - Lunch at the Whakataki Hotel - RIC Dave Oldershaw

Monday- 11 May - Club Night - Petone Workingmen's Club from 6pm

Sunday - 07 June - Club ride to Lake Ferry Pub - Lunch at the destination - RIC Dave Oldershaw

Monday - 08 June - Club Night - Petone Workingmen's Club from 6pm

otago/southland

April 12th Kaka Point

May 10th Lawrence.

As usual, details by email as the days draw closer. otagosouthland@bmwor.org.nz if you want me to update your email details.

area reports northland

The intention was to meet up with Auckland for lunch at Russell. Former Tropical Cyclone Pam interfered, my wet weather gear is past it's use-by date, I stayed home doing this. The Forum informs me that I would have had a long wait if I'd gone to meet them, they (wisely) only went as far as Matakana for lunch.

Bwucie

waikato

Firstly I would like to apologise to the Waikato members. I have been a bit lax with my duties and have missed numerous newsletters with our area

reports and upcoming runs. With your help I will promise to change that and to do a better job as your area Rep.

To all Waikato members I ask for your support in making your club even better. The best way you can help is by attending one of the organised monthly events. This way I can meet you and find out what you want from the club. I realise not everyone can or wants to attend every run but emails just aren't the same as a face to face meet. We have 30+ members in the Waikato and I have only meet about 8 or so of you.

This is partly my fault as it looks on the surface as nothing much has happened in the Waikato (due to not reports in newsletters), but this is far from the truth. Prior to Xmas there was a Kawhia Ride (5 bike/ 7 people), Coromandel Loop Ride and overnight to Gisborne & back (4 Bike & Riders) that were all well attended. I say well attended but I should add it is the same 3 to 5 members on every ride.

January saw the annual BMWOR rally which was held in Wanganui and was attended by 8 Waikato members. There was Me, Graeme & Sue, Paul & Joy, Graham & Janice & Trevor. The rally was excellent (if not a tad on the hot side, 32°C) with everybody enjoying a weekend of riding and catching up with friends, new and old. One keen member even joined me on my 4 day short cut home after the rally.

February's ride saw me, Trevor and Phil out on another brilliant day's ride round the Waikato. I can't believe how lucky we have been with the weather so far although I must admit it has been a little too hot at times.

We have some great runs coming up and hope you will join me on them. Due to work commitments however there are some big gaps between rides. So I am asking for a volunteer or two to help out. At this stage there are no runs organised for the end of April so if someone is keen to lead a run on either the 19th or 26th April please let me know ASAP.

Again please let me know how I can make this a better club for you. I am your Area Rep and am yours to command.

Chocky bay of plenty

With Cyclone Pam bearing down 6 brave bikers turned up Sunday in Te Puna and four extras for breakfast – including a our stalwart Stuart from Rotorua. We enjoyed clear weather and a great ride up the coast via Whangamata to Tairua, meeting up there with another two members from Thames. The wind was brisk at Tairua but eased off over the Kopu Hill and Paeroa. Doug then led us on a new route via Te Aroha, Matamata, Te Poi to a final aperitif at the Okororie (all sheltered by the Kaimai ranges). Back over the Kaimais with easterlies rising, the first drop of rain came after we closed the bike shed

doors – perfect timing! Great camaraderie and nobody got lost!

As always, this is your club and we welcome any ride or dinner suggestions, or rendezvous with other BMWOR area groups.

Looking forward to upcoming events and hope to see you soon....

Mike Long and Geri Goodman

rangitikei



Above: The "Certificate to Operate" passes from Lance (R) to Don, then - Below: Coupla weeks later Lance is still doing his "Happy Dance" as Rangitikei gather at Bulls for a ride.



Saturday night and things were not looking good for Sunday's ride, a circumnavigation of Mt Ruapehu. The drought was broken with torrential rain, thunder and lightning and gale force winds. Things had improved by Sunday and the weather forecast showed showers and westerly wind decreasing in the afternoon.

We met at a service station in Bulls at 10.00am. We had 7 bikes and 10 brave riders. The bikes consisted of three 1200 GS, three 650 Vstrom and one 1200 Tenere. Peer gave a briefing on our route and a re-group was planned for Taihape.

Riding conditions were ok with a shower of rain between Mangaweka and Utiku.

Between Taihape and Waiouru two of our riders with pillion passengers decided the prospect of gale force winds on the Desert road was not for them and they turned around for home.

There would be no photos of Mt Ruapehu today as the mountain was covered in cloud that looked like cotton wool. There must have been a gathering of Canam trikes somewhere north as we passed many heading in the other direction.

We arrived at our lunch destination in Turangi at 12.30 and enjoyed coffee and food. Over lunch we discussed ideas for bike skills training days and future ride destinations.

It was time to refuel and head towards National Park via Tongariro. I noticed that where pine trees had been felled in the Tongariro forest it would appear land is reverting to farming as there were large areas of new pasture. At the Tohunga junction the last bike with a pillion turned off for Waiouru which left four bikes to head for the Parapas.

This road was in excellent condition with only a few hundred meters of gravel where road repairs were underway. With very little traffic on the road, riding conditions were perfect.

At Wanganui Lance and Peer headed for home which left John and myself the trip to Levin. On the Himintangi straights the westerly gales had returned and we battled wind gusts until Foxton.

By the time I arrived home at 5.30 pm I had covered 510 kilometres and had enjoyed an excellent day out.

Our thanks to Peer for planning and leading a memorable day.

Don Cross

welcome

A warm welcome to our new members this month:

- Grey and Carey Griffiths from Lower Hutt
- Peter and Margaret Chapman from Kaikoura.

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.

east coast



The March 8th ride coincided with Wheels on Windsor, a Hastings show that attracts a fantastic collection of around 350 classic and vintage vehicles from all over the country. The plan was to meet at Karamu High School at midday, after taking in the show, and ride to Clifton for lunch. During the week we heard from several members that they were unable to make it, and we expected just one other couple to join us. We arrived in plenty of time and were joined by a GS bumble bee as we parked up. The array of vehicles was as good as ever, with vehicles of every make, model and age on display.

By midday no other Register members had arrived, so we set off taking the longer route via Red Bridge and Tukituki Road to Haumoana and finally Clifton. Dave and Margaret were already at Clifton Café sitting outside at a nice shady table. They had just missed us at Karamu High and ridden to Clifton direct. We enjoyed a nice lunch and chat, then walked to the end of the road and through the campground. Back at the café and collecting our jackets, who should take over our table but Mr Bumble Bee, along with his partner and rellies. He also has a PD like Dave's, so was keen to chat, we swapped contacts, then headed on our way.

We rode just 58 km, Dave and Margaret would have done a little more, but all in all it was a thoroughly enjoyable day, which goes to show you don't have to ride long distances to have fun.

Marie Nichol

Photos, top to bottom:

- The Nichol motorsickle and the stranger Beeblebum at Karamu
- Parked up at Clifton
- Lunch, it's hard work, but somebody has to do it.

I'm guessing Norm took the photos.

wellington

February (crowded out by AGM and Rally last month)

Two riders and one pillion met at the Caltex Rimutaka for the February monthly club ride to Pahaitua via Masterton, Alfredton, Pa Valley Road and Mangaone Valley Road. The participating members were Dave Oldershaw and Peter & Jenny Nash and we met up with Peter & Ann Tibbs in Featherston. The weather was initially misty drizzle which cleared as the morning progressed, as forecast, with dying southerlies.

The ride over the Rimutaka Hill was in heavier than usual traffic for the time of the morning (9 am) with clear signs of a pending cycle race being run to the summit for later in the morning. After meeting the Tibbs in Featherston we rode via SH2 to Masterton and then on to

the back roads to the left turn off Route 52 just north of Alfredton on to Pa Valley Road and then on to Mangaone Valley Road. The valley roads terrain was initially winding and hilly opening out into flat valleys yielding rich farmland with occasional stands of native bush. This is a very pleasant sealed road ride with no traffic to speak of.

An early lunch was taken at Charlies Bakery & Café in Pahaitua then we rode over the Pahaitua Track joining SH57 and rode through to Tokomaru and visited The Bent Horse Shoe Café 3km up the Tokomaru East Road for a coffee. This café is in an old school building and has great rural/bush outlook up into the hills and is only open at weekends. The ride group will definitely visit this café for lunch and may offer it up as lunch destination for a future monthly ride.

The ride south took us along SH57 to south of Levin where we joined SH1 deviating off this road north of Otaki onto Waitohu Valley Road, Ringawhata Road and Rahui Road rejoining SH1 at the Otaki Roundabout. We continued south on SH1 turning onto the Paekakariki Hill Road with the Tibbs continuing onto the Haywards Hill Road SH58 to the Hutt Valley while Dave O and the Nash's rode home around the Paramata Inlet to rejoin SH1.

Peter Nash

March

Two rides this month one being an Impromptu ride on which we had four bikes two with pillons, to a Outdoor Education Centre in the Kawhatu Valley (off Ruahine Road east of Mangaweka) to look at this facility as a possible venue for a future overnight ride. This site is on the banks of the Kawhatu River which ultimately runs into the Rangitikei River and is a beautiful setting and ideal for an overnight ride.

Our ride took us up the Pohangina Valley East road turning right at Apiti and riding through a couple of river gorges and on to Ruahine Road and ultimately on to the Kawhatu Valley Road . All of these roads are sealed and the scenery is spectacular. There are two access points to this Outdoor Education Centre form opposite ends of Kawhatu Valley Road the eastern access is gravel and the western access is sealed except for the last 500 metres down to the river flat where the centre is situated. The centre has good bunk room accommodation and can cope with upwards of 25 people as well as large communal facilities all in a very scenic setting.

We lunched at Hunterville before returning to Wellington via SH1 and ending the ride with a ride over the Paekakariki Hill Road which was a very pleasant way to end an excellent ride that, for the writer, was a 453 Km home to home ride.

The second ride was the monthly club

ride to the Waterford Café on the Pohangina Valley Road north of Ashhurst. Four riders two with pillons assembled at the BP Mana for the 09:30 departure to Ashhurst via Shannon and on to the Waterford Café where we joined Peter & Ann Tibbs for lunch. After lunch one rider peeled off to make a private visit. The other riders rode through the Manawatu Gorge turning onto the Balance Valley road and via a series of back roads to Eketahuna and then south on SH2 for a short distance before turning left and heading to Mauriceville rejoining SH1 just north of Masterton. We rode through Masterton and on to Cartertown where we stopped for coffee before leaving the Tibsy's and returning to Wellington over the Rimutaka hill. This was another interesting 360 Km ride over roads in the Wairarapa not travelled before by the writer.

Club night on Monday 11 March saw the first of our presentations by a fellow club member, Terry Sampson, who spoke

for an hour on his voluntary membership of the Coastguard and the role of both himself and that of the Coastguard organization. This was a professionally presented insight into the valuable work carried out by the Coastguard from its local inception as a result of the Wahine sinking in 1968 up until today. It showed what a professional organization this is particularly when they put their own lives at risk to save people, in many instances, from their own stupidity. It also showed that our members often have varied and interesting life, work, and travel experiences away from motorcycling and when shared make club nights more interesting.

Terry offered to show members around the Wellington Coastguard Headquarters and a visit will be organized for the future.

Peter Nash



Wellington members and two kingtons from the Wairarapa at the Outdoor Education Centre, Kawhatu Valley. Photo: Peter Nash.

nelson

Overnighter March 7/8

This is my first ride report as Nelson's new area rep, whilst Revti may only have little feet, he & Sue have left big boots to fill, hope I don't disappoint.

We had a few riders confirmed for our overnighter to Waiau, but mostly due to the awful weather forecast we ended up with 4 bikes, Tony, Gretchen, Peter & Sacha from Blenheim (great to see you guys) & me.

We rode over to Blenheim, picked up Peter/Sacha, carried on through to The Store Kekerengu for morning tea/lunch. As we were putting our helmets on, it started to rain & persisted until well past

Kaikoura where we had donned our wets at the petrol stop. The rain eventually stopped somewhere down Route 70 (former SH70), we had a wee excursion as far as we could get up the Mt Lyford Skifield Rd, then turned round & stopped for refreshments in Saints Cafe at the bottom of the road, I must say those 3 hot tubs they have outside looked really inviting for 5 wet motorcyclists.

We had an uneventful ride through to Waiau, where on arrival there was a note from the Motorcamp owners saying they had gone to the local A&P show, Tony really wanted candy floss, so off he shot, we followed (in the rain). One of our group found out how slippery it can be when you turn into a paddock on muddy

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About to "rough it" at Saints Cafe, Mt Lyford.

wet grass, needless to say the people parked up in the campervans next to the entrance had a fun time picking up a 1200GS + 2 riders, oops. All good though & no damaged caused.

Back at the camp we were amused to read the fire evac notices on the walls, they read roughly as follows. In case of fire, press the fire alarm, ring fire service, then walk/run to the fire station down the road & ring the manual fire alarm until the firemen arrive & tell them where the fire is. Ah, I love NZ rural towns. Dinner was at the local pub which as luck would have it was only 5 mins walk down the road (past the fire station)

The next day we took a (sometimes wet)

ride through the Lewis pass to Springs Junction for hot drinks/food. Then onwards until we turned off onto the Marui Saddle Rd which happens to be Tony's favourite gravel road, after riding thru the gravel, beech forests & 6 small creek crossings, I have to say I totally agree with him. The road ends up in the back of Murchison where we met up with Gretchen who had taken the tarseal option.

I left the guys here to have lunch while I carried on home on my own. After lunch the remaining riders went home via Longford, Tutaki, Braeburn & St Arnaud, where the Nelson/Blenheim riders parted company.

Dale Grover

Old BMWOR bloke walks into a bar, sits down, and starts crying.
The bartender asks, "What's wrong?"
The biker looks at the bartender through teary eyes and between sobs says, "I married a beautiful woman two days ago. She's a natural blonde, twenty-five, intelligent, a marvelous cook, a meticulous housekeeper, extremely sensitive to my wants and needs, very giving, my best friend, and intensely passionate in bed."
The bartender stares at the old bloke for a brief moment and says, "But that sounds great! You have what every man wants in a woman, so why are crying?"
The biker looks at the bartender and says, "I can't remember where I live!"

Letter To The Editor

Dear Editor and fellow members,

Before reading the body of this letter, take a look at the following words in brackets (Rome - ignore the – room – Elephant – burning - in the –fiddling)

The reason for my letter is to bring to the attention of members the situation we have in the lack of representation in almost half of our areas within the BMWOR of NZ. Auckland has the largest membership in the country but has had no representation since the middle of last year and none on the horizon as far as I am aware and other large membership areas such as Canterbury have been 'rep less' for longer than this. The consequences of this are that (in Auckland's case) there are no area social meetings, declining contact with local dealerships, no promotion of the BMWOR at events and no formal representation or correspondence with the executive, which is rapidly leading to the demise of the whole BMWOR Auckland area. This situation should be ringing alarm bells at the top of the BMWOR food chain when its largest area is in this state of affairs. At the recent Classic Motorcycle Festival at Pukekohe Raceway, The Velocette Owners Club (a manufacturer that last produced a machine in 1971 and a club run with very limited funding or cash reserves) had a good club representation area whereas the BMWOR had nothing as there is no local infrastructure to support such an initiative.

I was disappointed to read in the AGM report that Peter Bath (Vice President) was standing down in his role after less than one year as I know he had made a genuine attempt at representing disenfranchised members and their concerns to the BMWOR executive but reading Peter's Vice President report to the AGM it is obvious that his ideas and concerns for the future proofing of our register fell on deaf ears, but he should be applauded for his initiative. So what is being actively done to try and remedy the lack of representation in our Register? It's plain to see that (in Auckland's case) new blood is needed as the band of long serving members who have been running the show for years are either worn out or have given up their membership because they feel disenfranchised from the BMWOR. If the patient doesn't receive a transfusion pretty soon, we'll have a body on our hands that will resist any future attempts at resuscitation. Pleas for members to 'offer a helping hand' are not enough, there needs to be some active action on the part of the executive to make contact with new/recent/existing members to remedy the situation. This may have already happened but if it has then could the membership be informed as to the outcomes.

Now, back to the first paragraph, did you manage to arrange the words into two phrases which I believe have much relevance to the current state of our register in the Auckland region and beyond. By ignoring the Elephant in the room and fiddling while Rome burns the register is not in as rosy state of health as we are led to believe. As Peter Bath commented in his AGM address, we can have as many handbooks, policies and constitutional changes as we like but with large areas without representation and a declining membership, future meetings (in Auckland at least) will be held inside a phone box.

Rob Hargreaves #360, 32 years active representation and membership.

Editor's Reply

Dear Rob,

I believe we know from various President's Podiums and Minutes of Meetings that we are short a number of Area Reps, and that the Executive Committee is very concerned. I had hoped, when I started reading your letter, that at last somebody was going to offer us some practical advice about how to encourage local members to take on the job for their Areas.

Alas, you offer nothing new.

I'm disappointed that you were disappointed by Peter Bath's Report to the AGM. I went to extra personal effort to persuade him to write one. I wonder if you would have been more disappointed if I had not done so, and his opinion was not heard or published?

Back in the day, under the old rules of the Register, the Executive Meeting and Auckland Area Meeting were effectively the same creature. Even then, while there were nominally Area Reps in all Areas, for some of them the standard procedure was to let their local members know where/when Ulysses had a run, and advise them tag along with the Ulybods. I don't think that is a great model for BMWOR, but that is only my opinion. In Auckland itself you struggled to get an Area Rep, which is where I originally came into the picture. At that time, of course, the Auckland Area Rep was only a rides master. Any representation of the Register other than as rides master was automatically assumed by a member of the Executive. (In my time that was President Rob Hargreaves.) In Areas other than Auckland the Area Rep has had to be all things to all people in his/her Area. So, Auckland was the EASIEST Area to be Rep, and you still struggled to find one (and now can't!)

The point that you seem to miss is that the National Executive cannot appoint Area Reps. Well, they could, but it would fly like a lead balloon - you just can't tell somebody they are "IT" and expect them to function, or for the other people in their Area to necessarily accept the Committee appointee.

I agree that opportunities to showcase the Register at events have gone begging recently, and that some claims have been made that was due to lack of support on the part of the National Executive. From my own knowledge, the Executive have been keen for some events to have a BMWOR display, and funding was available to support it, but locals to provide manpower couldn't be found.

Some of our Areas function very well indeed, with a high degree of involvement in Register activities, and close friendship ties between members, some don't. There are many different reasons why there is no "one size fits all" model for Area Reps. There are many different reasons why all sorts of clubs and voluntary organisations have similar problems of falling membership and struggle to fill key roles: it's not a phenomenon confined to BMWOR. And the common perception is that stressors in our modern society are largely the cause, not governance failure within clubs and charitable organisations.

Let us also be aware that as well as various Area Rep positions vacant, there is a position vacant on the National Executive Committee, and that Peter Bath's plans for improvements to the website fell over because nobody made themselves available to help. The shortage is of people willing to help, not shortage of Executive awareness of the problem.

I know there are a number of people within the Register who don't approve of me, and wish I was not the Editor (one even resigned over that issue!), but nobody else is willing to do the job. I know some people have been critical of our incumbent President and Treasurer, but nobody has stood for election in their places.

It is easy to be an armchair critic, and fire off a few letters every now and again. But we need less authors of letters and more doers of deeds: we need ways to encourage volunteers, not put people off.

Bwucie

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BMWOR

Police

Email to the Editor:
Hi Bruce,
Do you think we should be hitting these guys up for membership fees? Well at least until they get their bikes replaced by Honda's.
Cheers
Robin

Reply from the Editor:
Too late, Robin!
Shoulda grabbed the cash while you had the chance.
Cheers,
Bwucie

Ride Report – The Ride back home from AGM Rally 2015



When my wife Joy had her first long solo bike ride in 35 years – to the AGM in Wanganui, she was rather nervous. She did really well, coped with wet tar on the way down through the Paraparas, and was rewarded with a Trophy in the Concours D'Elegance. Despite the heavy weight of the K75 she was gaining confidence with every ride. Life was good.

She even "test rode" Dave Thomson's F700GS and pronounced it to be great. I could see a new bike coming up as she was getting more interested by the moment.

We talked about possible routes back to Hamilton, and decided to go out via Fordell and some of the roads we had traversed on the Saturday tarseal ride. I duly plugged in Hunterville to the GPS and off we went.

When it told me to turn left at Kauangaroa Road, I did so, and the roads were lovely, winding, sparsely populated with other vehicles. Then we were directed to Mangamahu Road, and on to Mangawhero. About an hour into the ride we came across metal road. Joy was riding ahead of me and into the intercom came "Arghh metal!" – to which I replied, "It's OK, it is probably just some roadworks and won't last long... just stay calm, leave the front brake alone and remember to keep the power on and make no sudden corrections" – well, she did just that....

I kept telling her how well she was doing. The only flat places where there was room to pull over were where we stopped for photos, but what you don't see are the many hairpin bends before a sudden uphill section followed by just as steep descents into heavily cambered corners where the drain was the left tyre track and the only place to go. The GPS data showed 400m plus ascends followed by descents down to 70m. Add to this the fact that Joy was reporting the bike slipping out of second on downhill runs, and was spending most time in 1st gear

as 3rd was too high... not happy times. The slipping out of 2nd into neutral was later traced to new boots being thicker than the normal ones that she wears and causing pressure on the gear lever as bumps were encountered. Lots of testing back at home failed to replicate the fault, so a change to foot position is called for.

It was some 47 kms of narrow, single track, dusty road, with a mob of cattle to stop for on a steep downhill section, and barely a few houses or people the whole way.

Turned out that we were on the





Whangaehu Valley Road which includes part known as The Burma Hill Road. I had intended to be on Turakina Valley Road but my Garmin 550 GPS had other ideas and a not very funny sense of humour !

We finally hit the seal again at the Waiouru end of Fields Track. I got told in no uncertain terms that in future if she hit metal she was stopping and turning around !

What was said about the GPS is best left un-reported.

Best quote was what Joy told me on one of our stops for drink and rest... "I just kept telling myself – don't drop it Joy, don't drop it Joy" – and she didn't. I even saw some opposite locking as her old trail bike habits from many years ago came back... you obviously don't lose those skills they just come out when needed !

Finally back onto the main roads, we travelled back via Taupo, Poihipi Road, Whakamaru and Te Awamutu, with a stop at Maraetai for refreshments. Arrived home at 7.45pm.

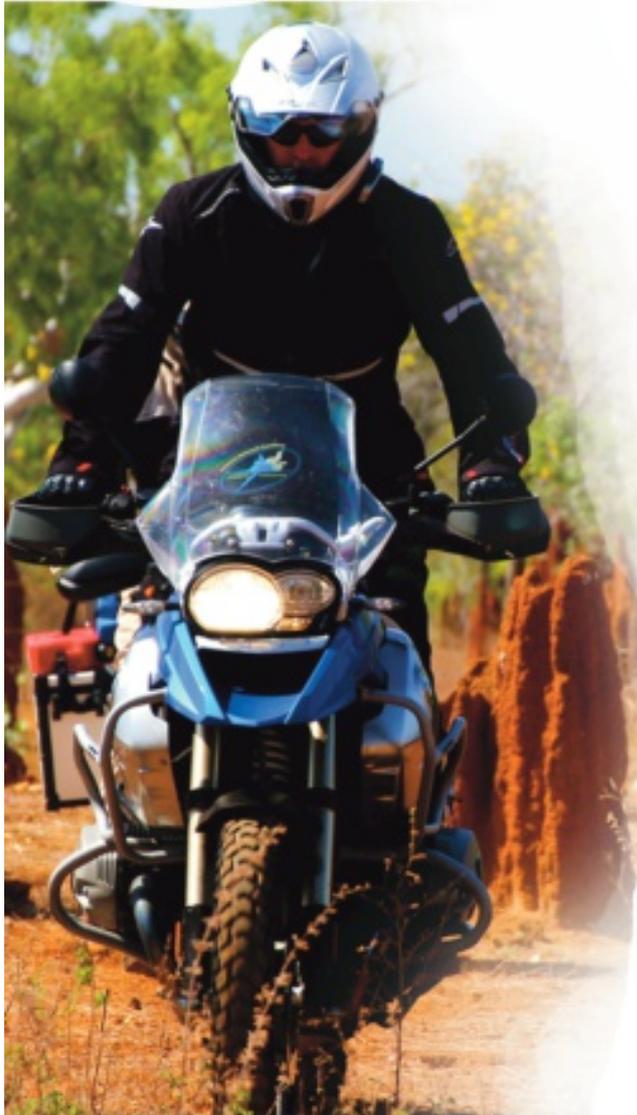
The dust on both bikes had them looking anything but "Concourse" – but it did prove that the 25 year old K75S has a bit of GS in it, and the rider can be very proud of herself!

Paul Quilter





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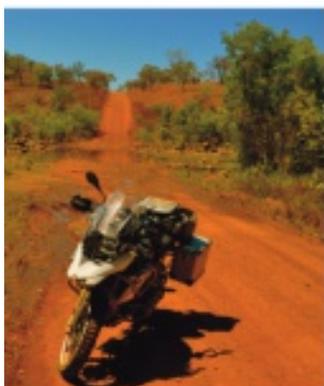
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While Crash Test Dummy, Folker, continues dieing in the background, El Editorro drones on at the Rally, "If only my pension was this much bigger, I could afford shoes..."



Submitting pictures for uploading onto the BMWOR NZ photo site



The hosting site Flickr, is intended for members to share original photos and video that they themselves have created. We can't really upload anything that isn't ours. By submitting a picture for upload you are in fact giving us the right to use it as if it were ours. You therefore need to have personally taken or own the photos that you submit. Photos collected or copied from around the internet (e.g. a great pic of Michael Dunlop riding to victory in the Isle of Man on his S1000RR) can't be uploaded onto our site unless one of our members actually took it themselves. (It will be possible to share other interesting photos found on the internet through the Forum site) When we upload your photo we will acknowledge it as being submitted by yourself. We will not be uploading video at this stage.

Photo files can be emailed to - photos@bmwor.org.nz . If you use this option, the following file size is recommended -1024x768 ("Large" Windows Explorer resize) > 1 MB getting too large (in JPEG format). Larger files would need to be sent through "Dropbox". (If you use this app, just copy them into a folder in it and then share it with photos@bmwor.org.nz)

Photo files pertaining to a ride or event need to be grouped into a set/album and each set/album given:

- 1 An Area code - (NLD, AUK, BOP, ECO, RAN, WEL, MRL, NEL, CAN, OTA etc.) (groups from different areas could do the same ride e.g. the Molesworth)
- 2 A Brief name - for ride/event
- 3 A Date- (same ride/event may be repeated annually)

You can provide a title/caption for a photo by renaming the pic file (Once uploaded, more details can be provided by adding a "comment" from within Flickr.)

If photos are submitted according to the above, we will do our best to get them uploaded with the minimum of delay.

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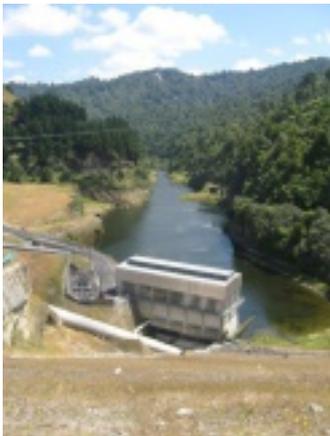
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It Started With a Pix... .or, After the Rally.

Once upon a time, in Google-land, I found a photo of a derelict dairy factory at Huinga, a few kilometres east of Toko (Forgotten Highway). As I looked at it, I thought I will have to go there; simply because it's there.

That opportunity presented itself earlier than I expected. Our club Annual Rally and AGM was in late January and so, (thinks) "I will go after the rally." For various reasons other, longer trips post-Rally I had planned had to be abandoned, so this was the time.

The rally wound up on a Monday and my trip was on. It was less than 100 kilometres to my first destination, another Google Earth find of a river dam built for a hydro power station. There was a basic camping ground there and it turned out to be quite adequate. A deceptively gentle sloping site made a good tent site quite critical. I discovered my air mattress was leaking, so put my motorcycling garments (cordura) under the sleeping bag to help. I got through the night OK.



Trustpower's Patea Hydroelectric Power Scheme is on Patea River. The 82 metre high compacted earth fill dam is New Zealand's fourth highest dam; while the dam creates Lake Rotorangi, New Zealand's longest man-made lake. Patea Station has an average annual power output of 108 GWh.



The beautiful weather that blessed the Rally continued to the next day here, but started with a good cover of fog. The road in/out had a 10 kilometre gravel ride, and that got the bike really dusty! A stop at Hurleyville for a souvenir photo; breakfast

at a coffee bar and top up on fuel at Hawera, and I was on my way again.



I spent some time exploring the Huinga Dairy Factory and eventually returned to Wanganui for the night via Kaponga – Manaia and reconnecting onto SH 3.



In Wanganui, I booked in at the YMCA Backpackers, and, I just came back from a walk, when a guy rides in on a yellow/black F800, loaded down in a serious way. Turns out to be Peter4D in Adventure Riders. (Some of you may know (of) him.)



A leisurely ride back to Wellington in time for folding night, and I am still living happily ever after.

Dave Morris



Is It Time?

Harking back to a point that was raised at the AGM at Whanganui, and touched on again by Rob Hargreaves in his letter earlier in this issue, where are the new, young, members of BMWOR?

Or perhaps, more relevantly, where will they come from?

A suggestion raised by Stephen Oatley at the AGM, and before that, in Committee by Peter Bath, is that we should have a Facebook page to:

- Attract new, younger, members.
- Make it easier for members to post comments about, and share experiences with BMWOR.

There is no doubt that Facebook is presently the "cock of the roost" among (so called) social media. I don't doubt that many of our members already have a Facebook ID, and are avid users of the medium. I tend to agree that it is likely a Facebook presence for BMWOR will encourage new members. And new members will be a good thing for the Register.

We currently have a number of longer serving members who have become disgruntled with "BMWOR Now" compared to "BMWOR Then". "BMWOR Future", where Facebook becomes a major vehicle for communicating amongst members will certainly startle a different subset of members. I will be number one of that subset, to be honest.

That said, I think it is highly likely that a few dinosaurs like me falling by the wayside will be more than offset by an influx of newer members who live for "social media", whether it is the current champion, Facebook, or whatever new, best, thing that eventually displaces it.

In fact, I believe it is time for the Register, just not for me.

Correspondence on this issue would be welcome, and could conceivably lead to a poll.

Bwucie

Vincent Owners Club Rider's Rally – South Island November 2014

Editor's note: Why a VOC Report here? A breakdown of the participants and machines has 24 machines. Three were Vincents, the rest (21) consisted of bikes from nine different marques. Eight were BMWs. 'nuff said.

Bill Irwin's succinct description of his proposed 2014 VOC Riders' Rally was just so tempting:-

"The best scenery, the most corners, and all the main mountain passes in a 3 day, 4 night road trip!"

In Peter Mitchell's motorcycle tour book "Great Escapes", he rates 6 different South Island bike rides with the ultimate "5 star" rating. With the exception of the Milford Road, this tour covered all of them. Hell, what more could an old rider ask for?

Way back in 1973 my brother Keith and I had ridden our 2 Vincent Comets throughout the South Island. The Haast Pass road had only recently been completed, and like a lot of the major arterial routes it was still loose gravel at that time. However my memory was of rather deep mud as the result of heavy rain rather than loose metal!

So even though I had ridden virtually all these roads several times in the past (initially on the Comet, and subsequently on a series of various BMW's), why not repeat the enjoyable experience?

Based on an expected total distance in excess of 3,500km's, I elected to take the soft option and go on the old 750cc 1972 R75/5 Beemer, rather than the trusty 500cc Vincent Comet. My school buddy of 55 years standing Trevor Hackett (also a Comet owner) also decided to come for the ride on his Harley. He had never ridden in the South Island before, and he was obviously relishing the thought of such a great adventure.

We elected to meet up in Otaki near Wellington on the way south, and then travel the bulk of the rally together.

In order to break into the ride in a relaxed mode, I decided to mosey on down from Whakatane to Taupo in the afternoon, and then on to Otaki the next day.

I left home in high spirits, looking forward to another memorable experience. Only about 2 km's from home I found that on turning onto the main highway the indicators weren't working. Funny, I thought, not an auspicious start. Wonder why that is? Another single kilometre up the road, and it's into the Awakeri "Z" for fuel. As I attempt to leave, holy hell! NO idiot lights on the dash, and more importantly no electric start. The whole electrical system was dead. Buzzer!

This would not be the first time I had attempted a VOC ride on the "soft option" Beemer, and had been forced to take the old reliable Comet instead. At least that remained an option maybe

again this time.

What could possibly have gone wrong, and more importantly, what was the fix? The only sign of life was the fact that the ignition warning light came on as I pulled on the hand-brake while manoeuvring the bike out of the way off the forecourt. Strange!

My Beemer is equipped with 3 separate fuses. The 2 original ones buried in the headlight shell, and a separate common fuse on the main battery feed, fitted by "yours truly".

Because of the fact that at least one light was working, although not in the normal mode, it was out with the headlight. On delving into the maze of psychedelic spaghetti in the confines of the headlight, sure enough a blown fuse. In itself not a problem, but why?

Fitted a new fuse from the tool kit, and voila, we have idiot lights. Touch the front brake momentarily, and hell, the volt meter drops to zero.

"Houston, we have a problem". There must be a short circuit in the brake light wiring. A quick dab of the rear foot brake gives the same immediate drop in the voltmeter, so the short must be in the common wiring to the multiple stop lights.

A quick visual check revealed the problem. I had recently had the pannier bags off, and had disconnected the stop light wiring. The push connector was not in far enough to be fully enclosed in its plastic isolating sheath, and this was contacting the steel frame. Fixed!

With some relief, it was once more underway for a now more spirited ride down to Taupo. Very little traffic, and Highway 30 provided an alternative to the usual Highway 5.

Left Taupo the next morning under threatening skies, with ominous black clouds towards the South. The weather held off until the top of the Desert Road, where the wind really started. Large clouds of fine volcanic dust were being picked up, and blown right across the road. Around Sanson the rain began, and combined with the strong gusty side-winds, riding conditions were not all that pleasant.

Trevor arrived at Otaki after a rather tough introductory ride all the way direct from Auckland. His heavier Harley was probably a better bet in these windy conditions.

Up early to catch the 08:30am ferry to Picton. It was most pleasing to see that the wind had dropped away, and the sea appeared to be relatively calm. Good news as I am no sailor when it comes to rough crossings!

Good to see some familiar faces on the ferry, all heading for Murchison.

Rather than take the usual direct route

through Blenheim and the Wairau Valley, we decided that the Queen Charlotte Drive required another visit.

Stopped off in Nelson at Rob and Claire's but they were out to lunch. No problem, we'll catch up later.

In Murchison accommodation was at a premium. I had booked a single room at the Commercial Hotel, prior to Trev deciding to come along. The bed was very narrow even for one (and we are not that good a friend), but without a murmur the hosts produced another mattress and made up a separate bed.

The dinner was great, and the beer well deserved.

The morning dawned clear and bright. The only cloud in the sky was the curved crescent of a plane's vapour trail. Brilliant. Let the real ride begin.

Although not a mountain pass as such, the Buller Gorge is indeed a traverse of the Southern Alps, and is a great biking road. The following coast road down from Westport to Greymouth is touted as one of the "World's 10 Best Highways". It is certainly grand, but probably not really much better than the bulk of the marvellous mainland's roads.



Beemer and Hog in Buller Gorge.

The pancake rocks at Punakaiki deserved an inspection, and a warm coffee was most welcome.

Bill had recommended a back road from Greymouth over the Rahu Saddle to Blackball and beyond. Nice one, Bill.

The Lewis pass has it's unique dense beech forest, and it was nice to be able to ride at a relaxed pace and take in the scenery. On recent trips down South on such rides as the "Southern Cross", I have generally been in "high daily mileage" mode (800+ km's per day), and have been forced into more spirited riding than pure touring.

At Waiau we were booked into the local campground, a pleasant walk from the meeting point at the pub. The camp proprietor volunteered his barn for under cover bike parking, and his very friendly dog was a welcome sight. Another delightful rescue animal, this one had certainly fallen on all 4 paws.

Another great meal, and a few more beers.

In the morning we elected to make the detour down Tram Road where Russell Wright had broken the world motorcycle land speed records back in 1955, on a Vincent of course!

Near Waimakariri I noticed a sign for "Thongcaster Road". I wonder if this was named after a jandal throwing world champion, or whatever?

Arthur's Pass was its usual magnificent best. The cloud cover was relatively high enough not to obstruct the view of the surrounding mountains. I do miss the old tight twisties, but not the piles of loose rubble I've encountered strewn across the road on past rides. By the time we hit the coast the rain was being more persistent, but again fortunately it was not the heavy torrential downpour so characteristic of this region. There must be some scientific meteorological reason for it, but I swear that the rain drops are much larger here than elsewhere in NZ.

The accommodation in Harihari was indeed rather palatial. It was certainly nice to be warm and dry, well fed and well watered, all in good company! Again undercover bike parking was readily available, especially welcome in the inclement weather.

The morning dawned with only intermittent light drizzle falling. By West Coast standards, these are basically drought conditions!

We stopped in Franz Josef for Trev to make some urgent phone calls. Went to start the bike, and "Hello" no bloody electrics again! Bugger! It was now raining steadily, and we sheltered under the canopy at the back of the service station. Checked the main fuse, and although it looked intact it was slightly corroded. Replace fuse. Still nothing. Surprisingly the dash clock was still operating, but the sweep second hand would stop moving immediately anything was switched on. How I do enjoy a mystery, especially miles from home in the pouring rain!

Headlight removed, all fuses ok, and no obvious faults. Further investigation was required, so up with the seat and remove the tool tray. Behold, the problem was revealed. The earth lead at the battery was no longer connected. The captive nut under the terminal bolt had not lived up to its name, and had escaped. The lead was merely resting on the battery terminal resulting in a poor connection. The low load of the clock was insufficient to drop the voltage, but any greater demand was not forthcoming.

Oh for another M6 nut and bolt (I'm glad a put a selection in the toolkit), and "Eureka", we have power and the possibility of forward motion once more.

In hindsight I had noticed an instability in the voltmeter reading from the previous day and, this was probably a warning of the impending issue.

Trev then decided to do the "tourist

thing" and visit the glaciers and general sightseeing. The rain was only patchy, and in between the showers visibility was quite reasonable. We elected to meet up again in Wanaka.

It was not far from Haast that Cag had one of those life challenging moments that we all dread. She was riding in the middle of a group of three; Mal up front on the R Nine T BMW, Cag on the lovely Ducati Superchromo Monster, with Roy and Brenda following on the Buell. Fortunately, riding in a defensive style, Cag entered a sweeping right-hand bend well to the left. To her horror she was confronted mid corner with a car travelling extremely fast and running wide towards her onto her side of the road. It was right on the limit and leaning over strongly. Cag managed to dive to the left to skirt along the Armco barrier on the outside of the curve to avoid a head-on smash just as the errant car screamed past with no room to spare. She expected to see the car hard into the Armco behind her, but it just managed to stay on the road. Her concern now was for the Buell following behind. By pure good fortune they had been held up in the previous twisty section behind a tour bus, and not only missed the spectacle, but also avoided a very possible serious accident.

The group stopped at Haast, where Cag (in her own words):-

"Had a real good rant, a bit of a sob, and a general implosive debrief. No one had seen it or knew that I'd almost left the club!"

Surely a very lucky escape from an incident, the possible consequences of which don't really bear thinking about.

After Haast approaching the lakes there was a section of road closed temporarily for road works. The "lollipop" man told me there would be a 10 minute delay. Now every cloud has a silver lining, and this break meant a completely clear road right around Lake Hawea and pretty much all the way through to Wanaka. Yipee!

Once at the end of the organised ride in Wanaka, it was time for Marty to exchange his previously half worn (now completely worn) rear tyre for his replacement half worn one. How's that for economical motoring!

The group congregated in the Speights Bar overlooking the lake in the Wanaka main street. A great spot for an appetising farewell meal and quite a few beers.

In the morning we were welcomed by fresh snow about half way down the mountains surrounding Wanaka.

The beautiful rolling tussock of the Lindis pass is in stark contrast to the rugged rocky terrain of both the Haast and Arthur's Passes. Down both sides of the road, and even beyond, the purple and mauve wild flowers put on a fine display.

Just on crossing the Ohau canal, the wet weather cover from Trevor's back pack billowed into a parachute and sailed majestically into the blue yonder. Not wanting to end up in the canal myself, I kept a weather eye on the road as the errant cover sailed overhead into the unknown. Finally after about half an hour of wandering the cover was found, and re-secured with bungy cords.

A very strong headwind gave us a real battering all the way up the side of Lake Tekapo and right up to the Hermitage at Mount Cook. Even the Harley was down to third gear in places as Trev hunkered down behind its relatively large windscreen. Lucky bugger!



Mount Cook. Well, it's up there somewhere! Nice to relax the stretched arms after battling the strong head wind. Note the very effective rain suit.

Low cloud and misty rain combined with the wind did not make the Hermitage particularly appealing place to linger. A quick pic, and then back down the lake. Sitting on 70+ mph, and it was like riding in a vacuum. We were travelling at wind speed. No wonder it felt strong on the way up!

Saw the Scullions exiting Fairlie, and gave a spirited chase to Geraldine. That Rapide certainly motors well with an old Beemer up its arse!

Doing the quick morning bike check before leaving Geraldine, I noticed physical similarity between the Beemer mufflers and that esteemed Chinese philosopher "Wun Hung Loh". The mounting bolts on the left-hand muffler had disappeared, and it was only the exhaust pipe clamp preventing it being jettisoned off down the road. These particular stainless steel mufflers were made for me by that very skilled craftsman, the late Len Parry from Tauranga. In testimony to his workmanship they are as good today as when Len made them 30 years ago. Another couple of those M6 bolts required!

Since arriving home all these bolts have been replaced with longer cap screws and lock nuts to prevent a recurrence.

The run north heralded colder temperatures and at one stage the rain turned to hail. Me thinks must be something to do with "Global Warming".

In Kaikoura we baulked a bit at the \$100+

price tag on the crayfish in the restaurants. Being an ardent diver, Trevor is used to gaining his crays fresh and free. However an entire size helping of steamed mussels proved to be just the ticket for me, assisted by several glasses of Pinot Gris.

The next morning dawned clear with only scattered high cloud and NO WIND. The view from our motel across the now calm water was a most welcome sight. It was a pleasant ride up to Picton for a substantial brunch in the outdoor cafe overlooking the harbour. As we had plenty of time before the ferry sailing we rode out along the waters edge past Waikawa, and watched some of the shipping activity on the Sounds. The Picton pioneer and whaling museum was most interesting, and very well presented. Up to 3 successive generations of the same families earned their keep directly from capturing and processing whales. Little did they realise the possible irreversible repercussions of this ongoing slaughter.

It was not without a pang of sadness that we bid farewell to the South Island. However it was nice to catch up with a couple of fellow BMWOR members while waiting in the queue for the ferry boarding. Bruce and Virginia Frost were returning from the BMW RAG (Rough As Guts) rally down in Haast. Unfortunately the dates for this gathering did not coincide with the VOC event, otherwise we would have been there too.

Also in the bike queue was a rider from Argentina. He (Stephano I think was his name) had borrowed a 250 Kawasaki dirt bike from a friend for a fortnight's tour of the South Island. At half distance somewhere near Balclutha he had a catastrophic secondary chain failure. Looking at the state of the sprockets, I'm not altogether surprised. Something to test the friendship I would have thought!

Once off the ferry it was a bit of a culture shock to be suddenly immersed back into the mobile frenzy of the Wellington traffic. And this was on a Saturday! Welcome back to the North Island city traffic bedlam!

In order to gain a head start for the final long day's ride north, we elected to carry on past Otaki up to Levin. In the past I have stayed at the Totara Lodge Motel. It is easy to find, just turn seawards at the smell of KFC (Devon Street) and you are there. Because it is off the main road it is relatively quiet, but still within easy walking distance of restaurants and bars. These are facilities rather lacking close to the Otaki motels. The vehicle parking is out of sight from the road, and the units more than adequate. An additional pleasant surprise was a couple of fresh muffins with butter kindly supplied free of charge. Ideal breakfast material!

In typical early bird fashion we were on the road for the final leg homewards by

06:30am. By the time we reached Waiouru we were rather tired of the wind and the rain, but another intake of bacon and eggs hit the mark. Once over the Desert Road, the wind dropped, and the sun shone. A most welcome transformation!

Once home it was time for some reflection. Things I learnt on this trip:-

- Although Harleys appear to be vibrating themselves to pieces, bits don't actually seem to fall off (apart from luggage covers!).
- Beemers don't vibrate, but bits do in fact fall off.
- Although only relatively new at the start of the ride, my "Conti GO" rear tyre on the Beemer was most definitely a "Conti GONE" by the time I got home.
- It would have been possible to complete this ride on the Comet, but given the often very windy conditions, the additional grunt an extra 250cc's was most welcome.
- The ride was 2,200 miles (3,500k's) and for me, apart from the couple of electrical gremlin issues, without any nasty incidents. The only lapse of concentration was part way down the West Coast. On entering a blind sweeping left-hander, I cut the apex onto the inside, only to be confronted by a couple of cyclists, well out on the racing line. Good time to practice some counter steering, change line, and get back before running wide.
- The terrifying incident suffered by Cag highlights the need to be observant and be prepared for the unexpected. She was indeed fortunate to have been on the bike. In a car, and with nowhere to go because of the Armco, a head-on smash would have been unavoidable. Quite possibly a "leaving of the club" incident.
- Although the weather was rather indifferent in places, at no stage was I either wet or cold. I have recently invested in a BMW Motorrad "ProRain 3" wet weather suit from Mount Motorcycles. This kept me warm and dry under all conditions. I have a large size which fits easily over my leathers. Although a little difficult to get in and out of, it certainly passes muster.
- At least one rider fell foul of the law going down the Ngauranga Gorge into Wellington. There are obviously rear facing speed cameras there, so beware!
- It is interesting to compare previous rides. When I did my initial South Island tour on the Comet back in 1973, the bike was only 19 years old. My present "modern" 1972 BMW is now 41 years old. Where did all those years go?

- It was great to see the 3 Vincent twins on the full ride. Hopefully we will see a few more (including a lot of Comets) at the March rally.
- I make no apologies for saying I generally prefer to ride alone. However, although Trevor and I were on very different bikes, our riding styles were basically complimentary. The Harley obviously had more grunt, but the Beemer was more agile in the tighter turns. It was nice to be able to ride in my own space at my own pace, but in company with a lifelong friend. Thanks, Trev.
- Thanks also to Bill Irwin for again plotting a most enjoyable ride through what must be some of the best bike riding roads on the planet.
- Finally, thanks to all the fellow riders for your humour and companionship on another great ride.

NEIL "BARNY" BARNARD
BMWOR #19
05/01/2015

Rapide



A woman BMWOR rider is living it up at a rally, when she suddenly has a heart attack and is rushed to hospital in an ambulance. Whilst on the table she has a near death experience and sees God, and asks, "Is my time up?"
God answers, "No, you have another 43 years, 8 months and 12 days left before it is your time."
On leaving the public hospital, the woman books into a private surgical hospital, and has liposuction, a facelift, and a tummy-tuck, figuring to maximise the benefits of her long life.
After rehab from all the surgeries, she climbs into her riding gear, swings a leg over her bike and hits the highway - where she collides with a log truck and dies. Arriving in front of God, she is well upset, and shouts, "You told me I had 43 years and change, why didn't you pull me out from in front of that truck?"
And God replied, "Sorry, I didn't recognise you!"

Waitangi Weekend Ride in the Top of the South Island

Four Wellington members, Peter and Ann Tibbs, Dave Oldershaw and Peter Nash linked up at the Interislander Ferry Terminal in Wellington on Thursday 5 February waiting to board the 'Arahura' for the 18:30 sailing to Picton.

The original plan was to spend a night in Picton and then on Waitangi Day ride the Molesworth overnight in Hanmer Springs and on Saturday ride the Rainbow and return home on Saturday night, bookings were made accordingly back in December. This all went belly up when both the Molesworth and the Rainbow roads were closed a couple of days before we were to travel due to the high fire risk in the area.

Plan 'B' kicked in and we stayed Thursday night in Picton as planned, rode through to Blenheim for breakfast on Waitangi Day and then on to Kaikoura and the Inland Road through Mt Lyford to Hanmer Springs. Tibsy had a meeting planned for the afternoon to finalise the base and accommodation for the 2016 Annual Rally and AGM this will be the subject of other reports so we will leave it there except to say the venue looks fabulous.

Given that we were in a holiday resort at the start of a long weekend, Hanmer Springs was busy. We went to Flynn's Irish Pub for dinner where upon arrival, while sorting out a table, an overzealous unprofessional waiter managed to spill a full tray of drinks all over Ann Tibbs. While being very apologetic, the young English waitress appeared to be treating the issue somewhat flippantly when she attended our table. This drew the facts of life from Tibsy that even an uneducated non English speaker would have understood. Having eaten at this establishment before and mentioned it positively in a previous report, this was disappointing. The food was nice but not particularly hot when requested to reheat two of the meals the outcome resulted in two new meals eventually being presented which was not what was asked for or wanted. Clearly training appeared to be lacking leading to the inability to cope with a busy night in a professional manner, we left before anything else happened.

We departed Hanmer Springs before 7am the next morning heading for Lewis Pass with the intention of riding the Maruia Saddle and the Braeburn Track. Saturday had dawned misty and chilly with the onboard ambient air temperature sensor registering -0.50 degrees at one point on Lewis Pass with the ice potential warning indicator flashing, so it was cold. We stopped at the Cafe at Springs Junction for coffee and scones Ann and Peter N discovered the doors to the pie warmer were hot and used them to thaw out their hands.

We headed up SH65 to the turn off on to
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the Maruia Saddle road this was the first time Peter N had ridden this road and he has made a DVD from the resulting video material recorded on his helmet mounted GoPro camera. The road was dry but not particularly dusty the scenery in and out of the bush was magnificent. The road surface is a mixture of hard packed clay and gravel with a number of easily negotiated fords over small streams. Tibsy described the road as iconic and as a first time visitor, Peter N agreed. Peter N describes himself as an inexperienced gravel rider but found this road to be straight forward and a pleasure to ride. He recommends it to other riders of a similar level of experience to join with those who have ridden it before when the opportunity arises.

After exiting the Maruia Saddle road we headed into Murchison for coffee along with a dozen Harley riders some of whom showed interest in our bikes and told us of their visit to the Classic Motorcycle Museum in Nelson. Post the coffee break we headed for the turn off on to the Mangles Valley road leading to the Braeburn Track. Tibsy told us about an unusual letter box on the way into the Braeburn Track which we stopped at and photographed. This ride was over scenic gravel roads that appear to loosely follow a series of power pylons; it contains 6 concrete based fords which are easily crossed although the mountain biker we passed would probably have got his feet wet. The countryside was a mixture of bush and open country and by now the temperature had risen to a comfortable level a perfect day to be riding where we were.

At the end of the Braeburn Track we joined SH6 and rode to the junction of SH6 and the road to Tapawera, where we had lunch and the Tibsy's peeled off and

rode to Tapawera to spend time with family. Dave O and Peter N continued on SH6 through Nelson refuelling at Hira and rode through to Havelock where they turned on to the Queen Charlotte Drive for the ride to Picton to catch the 18:45 sailing of the 'Aratere' to Wellington and home.

For the writer it was a 724km ride from home to home over 2 roads not travelled before on surfaces he is not use to, through country not seen before and he summed it with one word 'brilliant'. So, in spite of plan 'A' going down the drain and the interesting experience had at dinner in Hanmer Springs this was a memorable ride for several reasons, the company, the humour and the magnificent scenery experienced.

Peter Nash

Don't fathom why Tibsy is looking so happy, clearly his wife has been smitten by another biker.

Photo: Peter Nash.



2016 Post Annual Rally Tour

A Ten Day Tour With Tibsy And Ann.



The Tour will commence on Monday morning following on from the Annual Rally in Hanmer Springs. Ann and I are planning a Ten day Tour of the South Island with an extra lay day in Arrowtown planned. Planning is based on the tour party consisting of twelve people: five members have already put their hand up to take part in this tour.

We will ride on both sealed and unsealed roads taking in many points of interest throughout the South Island. The timing of this tour will encompass Waitangi weekend and as this is a very busy time to obtain accommodation early booking arrangements are essential. If you are looking to take the opportunity of touring the South Island following our Annual Rally now is the time to register with me.

Contact: president@bmwor.org.nz

Subject: After Rally Tour 2016.



A Few More Rally Images

Above: (Lance Nixon's photos). L: None of infamous Suzuki Pilots, Lance, Barry or Bwucie, had anything to do with this foreign machine lining up for the gymkhana. R: Lance selfie-ing his receipt of the Editor's Choice Award from yours truly, a gruesomely backlit image recovered from invisibility by software wielded by a big hammer.

Below: (John Wuts's Photos). L: The ubiquitous Lance Nixon making sure he gets HIS share of the cake. R: When Wutsie saw this vehicle at the Bruce Ardell Museum, he reminded himself to try on his old Crimplene riding kit when he got home.



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Please contact Neville on 04 9385649, or 021 237 5936. (3)



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Phone Stewart, 021 263 5162. (3)

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Contact Barry 03 4488681 or email sn.btrichardson@xtra.co.nz (3)

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BMW Grey Rally 2 suit – Size 50 Great suit in good condition. Detachable Gortex liners – jacket liner has small abrasion on the collar edge but this does not affect waterproofing. Trousers little used. \$600.

Email richard.cullingworth@xtra.co.nz for further information or postage costs from North Shore. (2)

Alloy Pannier boxes Bought from TradeMe but never fitted. They were designed and specially made for a trip across Russia. They come with modified Givi racks for a BMW F650 GS but could be adapted to fit other mounting systems. They are waterproof, lockable, carpet lined, and hold 47l each. I paid \$1000 for them but subsequently bought a different system and have never used them. \$800.

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On occasion Star Insurance sell parts from insurance wrecks through TradeMe. Take a look at the Star Insurance web site www.star.insurance.co.nz for details

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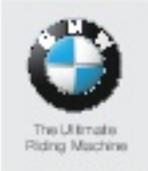
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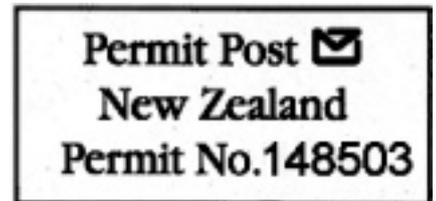
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