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# NEWSLETTER

MAY 2020

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Aotearoa New Zealand





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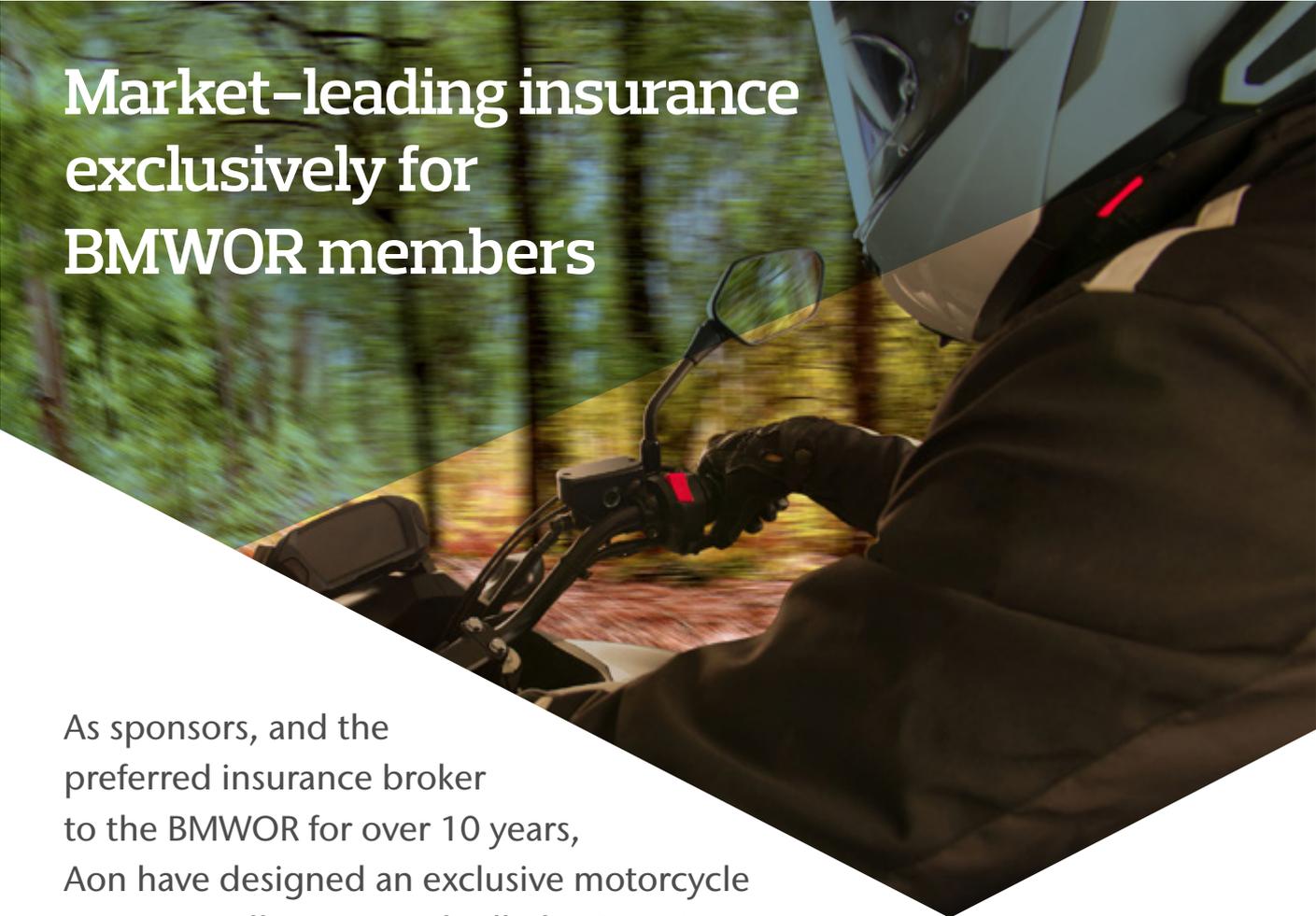
**New Members**

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

Mike HOOPER - AUCKLAND

**Please Note:** Any material intended for publication in the newsletter should reach the Editor no later than the 25th day of the month preceding publication. The newsletter is an open forum for all members. Views expressed by members may not necessarily represent the views of BMWMC of NZ. Publication of all material is subject to the Editor's discretion. Photos are courtesy of article authors unless otherwise specified.

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## Presidents Podium

Garry Williams

Today is ANZAC day. The weekend is significant to us all as, for the first time in our history, services have been cancelled due to the lockdown. But, as with many of the things we've not been able to do, we have looked for and found positive ways to adapt to the situation we are in.

It's great to see Robin Wood's Friday Zoom drinks becoming a bit of a feature. Jo zoomed in last week and we both joined several other members from around the country last night. Thanks also to Michael Meads for organising a midday "start-up" last Monday, quite a few members rolled their bike(s) out of the garage for that. You can check out the pictures of peoples' pride and joy on the Club's group page.

The Covid-19 environment is a time none of us in Aotearoa (and globally) has experienced or foresaw. There's been a lot of questions and some concerns around the government's measures to control it. To be fair, we haven't seen such a level of government control over the lives of New Zealanders since the Second World War. Some of you are old enough to remember the last national State of Emergency declared by Prime Minister Sidney Holland on 21 February 1951 in response to the waterfront dispute, but many of you won't have faced such a level of disruption and uncertainty before.

As a result of Covid-19, a great deal of effort and resource has been put into managing the situation. New Zealand's response has been more effective than other countries and if we stick with the plan we can all be hopeful of a good outcome.

There's already debate going on about whether or not it's okay to be motorcycling at Alert Level 3. While I respect that everyone has, and is entitled to their own views, I'd like to think everyone in this club is smart enough to make decisions that will not have serious consequences for others if they get it wrong.

Alert Level 3 has many of the restrictions in place at Alert Level 4, but the key principles of are stay home, work and learn from home if you can, make your business COVID-19 safe, stay regional and keep your bubble as small as possible. We should not ignore the advice of the experts that are trying to help us, and for the sake of a few more weeks it's simply worth playing it safe.

We're still planning for the South Island RAG Rally. All going well it will be in North Canterbury on Labour Weekend and it will be awesome! With the North Island RAG rescheduled the weekend before (16/17 October) there's also every opportunity to treat yourself to doing both, you will have earned it!

In the meantime all the best to you and whoever is in your bubble - stay safe, keep calm and be kind!

Garry

# 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.

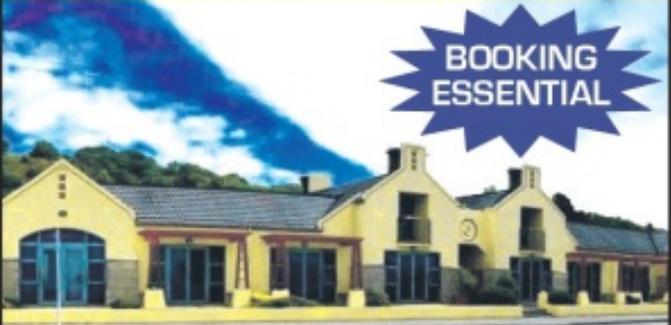
## Riding Code

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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**Early Warning for 2021  
More details next Newsletter**

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# Area Reports

## Rangitikei

As it happened our scheduled ride day of 8 March coincided with Kapiti Shiny Side Up. The decision was to make that our destination.

Half a dozen bikes met at Levin Mobil and we made our way down arriving at Southwards as did many others around 10am. There were hundreds of bikes and riders plus a lot of family groups in attendance.

Firstly we had a good look at some of the display bikes. There were some beautiful examples of superbly presented motorcycles. Most interesting to my eye was a BMW complete with sidecar, heaps of touring gear and a machine gun! A road rage special.

We wandered around the various attractions, admiring all sorts of bike related merchandise and paraphernalia before deciding to take a break and enjoy a coffee. The weather on the day was sunny and fine and highly conducive to chilling out on the lawn and taking in the entertainment.

The large crowd that had assembled by midday was treated to some truly spectacular stunt riding.

Dave McKenna delighted the audience with an array of wheelies, stoppies and stunts on a modified Yamaha while



Jake Whitaker used both an enduro bike and a trials bike in his exhibition of incredible balance and control navigating obstacles and completing demanding tasks.

On the way home we stopped for a milkshake at Red's Café in Otaki which completed a very pleasant day out.

Thanks to Chris Souness for ensuring we parked correctly at the venue. Yep.

Barry #3104



# Area Reports

## Nelson - TOP OF THE SOUTH LOCKDOWN DOINGS

Painting, building, welding, weedeating, spraying, cleaning & my list doesn't seem to get any smaller, cheers MARK GALLAGHER

Been building a small slow skills course, re-building the rear end of the BMW K100 and got it fired up and running again ready to go back on the road. Cleaned the 690 with a toothbrush, and re-mapped the fuel injection system, Serviced the 450 and ordered a new set of bars/grips. The Car & campervan are sitting un-touched!! Sorting the veggie garden, endless hours of weed strimming. And the daily liver punishment happens earlier each day. Sometimes starts a 4PM cheers !! STUART MORGAN

I've actually done some relevant things with the bike(s), as well as following my usual bike groups on Facebook, dreaming about things like F900XR's, and sifting through numerous funnies, videos and songs circulating. I have fitted Rox risers to the R1200Gs, not to stand up, but to get the bars a bit higher and closer to change my arm position.

The risers arrived from the US just in time. I did flirt with Chinese copies, but the quality of the Rox ones is very good, although fitting is a bit of a challenge with cables etc.. The only test so far has been travelling at 0 km/h in the garage and a sneaky 8 km trip up our rural roads to exercise the oil and battery - not enough to know how they will feel on a trip. So it's back on the battery conditioner for the GS.

Our little Yamaha MT03 has had a weak front brake since some frontal repairs, and in lock-down I don't have enough gear on hand for a legitimate bleed. So with nothing to lose I tried the poor man's option - pull the brake hard on, secure the lever with a cable tie and leave for a couple of days. It actually worked and the brake is much improved. I subsequently heard from a friend that he had used the same trick on his Morris Minor with the aid of a broom handle.

And of course plenty of time with local cycling for sanity, and music - I've transitioned from a 4 string to 5 string bass (it's like getting a bigger bike, heavier and harder to handle) - still playing a few jazz standards and PR music (Pensioner Rock). MURRAY POULTER



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# Area Reports

Since lockdown I have:

Cleaned bike, car and wife's truck, made savory scrolls, breakfast muffins, sourdough bread, chicken soup, tomato soup, anzac biscuits, hot cross buns, water blasted decks and house, washed inside walls and full spring clean, including behind stove and fridge, cut grass, weeded vegi garden, cleaned leather sofas, made Gin and wheat beer and a lot of reading! DAVID McQUE

Tidying it first & then building storage in my garage. DALE GROVER

- 1) I got my motorcycle manual out and learnt all the functions it has on display, which I never had the patience or time to learn. Only thing I knew was how to change the time from year to year because of day light saving. Chances are quite high that I will forget them again because I probably don't really need them.
- 2) I climbed on the roof of the house and sprayed it with wet and forget to get rid of the lichen, as this job has been waiting to be done for the last 2/3 years. Next I will be painting it.
- 3) Got some of the hedges and shrubs under control and gave them a hair cut.
- 4) Built a cage for my trailer's and put netting all around it, regretfully I ran out of netting so the gate at the back has no netting, this will be another job which will have to be finished when we are free.
- 5) Did a bit more reading than I normally do, and started writing a book which I have been meaning to write for sometime.
- 6) Had a couple of runs as I have given up running a few years ago and realised how much i enjoyed it, so I will start again and to add to my other exercising routines.
- 7) Last but not least, I liked the last few days at home so much that I might stay at home full time. It gives me the opportunity to annoy Sue (and rest of the family who have been stuck with us) full time rather than in the weekends and occasionally after work during the week. REVTI VERMA

Planning my next trip as soon we can travel again. Will go South, high country and tramping around Queenstown/ Fiordland. HANS CLAUS

I have been spending more time on our property and reaping the rewards in collecting hazelnuts and almonds. ANJA CLAUS

Weeding, walking, cleaning behind and top of fridge, & carting firewood GRETCHEN HOLLAND

I was (and am) flat-out with NMIT work, 7-days a week.

But I went shopping the other day for another fortnight's essentials, all in the spirit of minimising social contact (photo attached). MATTHIAS OTTO

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# Area Reports

## Canterbury - 2 Passes and 10 Sheep

Anyone need an excuse for a ride, not me. I ride for anything.

Saturday dawned a nice day to ride over Arthurs pass. Left at 7am with not much traffic except one woman who pulled out in front of me while putting on her lippy. Arrived at Coopers road, Cameron's/New river (the original main road to Greymouth) at 9:20am to find 10 sheep waiting to be disrobed. No sign of my daughter and her partner after 10 days in Australia

Tanya arrived as I was ready to start, still rubbing her eyes and Chris later still, half asleep. We blitzed the wool off by 10am, just as Geoff arrived after a leisurely ride over the mountains. I suggested breakfast at the Junction café...naturally the kids jumped at that. A good choice too, as 12 bikes from Hokitika Ulysses were already there. A good sign with their local knowledge.

Just as we order Julie arrives, in time for me to pay of course. Well worth a stop if you pass Kumara Junction for good food. Over discussion about the V8 racing and food, shops and adventure in Australia we planned the rest of our day ride. Back up the road a bit then round through Mitchells at the back of Lake Brunner, along Bell Hill road through Nelson Creek and up to Reefton for more food. The sun was shining and the gravel roads were in great condition. The trip over Lewis Pass was a dream arriving in Culverden with temperature 26.5degrees. Fuelling up I had a chat with some HD riders about how far we each had been...one felt that that was too far in one day, as he rode another 50m with his helmet in his crotch to the hotel. We headed off back home another 100km more, happy with our trip.

11 hours. 608km. 28litres fuel. Temperature range 6.5 to 26.5. 10 very happy sheep and their 2 owners. 3 satisfied bikers with our 2BMW's and one KTM.



# All things have a beginning... Jean Hayes

## History of the Register - Part 1

(Re printed from the April 1992 Newsletter)

For the BMW Owners Register, the beginnings began 17 years ago. We are about to ride our way down memory lane in the next few Newsletter issues, and write a history of the structure, the growth and people who have, and will always, in some way, give direction to a successful friendship group.

One brand motorcycle clubs had inevitably come and gone with the waves of time, and the fluctuations of nostalgia. The demise of the British motorcycle industry had accelerated the process, yet it is interesting to note the long-standing and active strength of "the few" who survived the scene, NZ wide.

The Vincent Owners Club has a history dating back to '974. The Velocette Owners Club continues to hold an annual Get-together at Taihape each year, and this group had their beginnings in the early '79's, just prior to the formation of the BMWOR.

BSA, Rudge and Indian groups are always present at the Classic event at Pukekohe each year. Membership is small, yet there remains a vibrant link which unifies them all. The formation of any club, and in particular the one brand variety, survive only by the encouragement of people participation and the enthusiasm and loyalty of its members.

The BMW motorcycle club is a success story, where the "love of the breed" brought together a wealth of people who had shared good times, great rides, and friendship.

And our Register began with this letter...



### **BMW OWNERS - All models!**

*All BMW Owners and those interested in BMW's, especially BMW motorcycles, are invited to attend a run (on wheels) to Orere Point on the 10th August. This run is being held to establish the number of people interested in joining a BMW owners' club for Auckland.*

*Assembly point will be at Ross Jensen Motors at 9.30am on the aforesaid Sunday, leaving one half hour later. Hopefully, a BBQ lunch will be held, but all food and drink, etc., must be taken as there are few shops in the area.*

*A meeting will be held to form a BMW Owners Club for Auckland, and also to establish criteria for future runs. If you know of anyone with BMW-type interest, please invite them along.*

*Yours faithfully, Martin Bootten*

Just what of BMW motorcycles in NZ in the early 50/60's? As there had not been an importer during these years, the breed had quietly impacted the scene via the immigrant passage, visiting riders (few and far between during this time), and a few from across the Tasman.

The "sightings" became instant news within the motorcycling fraternity (with the Auckland, Onehunga and Hamilton Motorcycle Clubs being very active during this period), and the aura attached to the BMW name ensured a vein of information continually alerting the enthusiast.

Ownership remained but a dream. Soldiers not long back from the Hitler war, were always good for a BMW motorcycling story and for those who hungered for the breed, there were many an interest-filled hour to spend hearing of the War Machines of the German Wehrmacht - the R4, R12, (the first motorcycle with hydraulically damped teleforks) and the R75 sidecar model with two reverse gears.

One of these early "characters" prior to the BMWOR was Frank Panes. Frank came to NZ straight from the factory floor of Velocette and he gave us an exclusive and authoritative wealth of information on anything to do with 2-wheels in general.

In his quiet, drawn-out Bristol drawl, he could capture the attention of anyone yearning for mechanical knowledge. Frank also had an admiration for the engineering excellence of the old ball and roller engines manufactured by BMW.



# All things have a beginning... Jean Hayes



During his war service in Finland, he schemed around a variety of red tape to secure a dumped German Army machine for his use and enjoyment "whilst deployed at wasting time in maneuvers around the Arctic Circle". One could well imagine his contempt and horror of "big brass" tactics, when he was ordered to put a sledge hammer through the cylinder heads of this treasured transport. Years later, and the other side of the world, his dream of ownership (in the form of a highly desirable Steib sidecar outfit) was to come true; but more of that later.

The initial response to the letter initiated by Martin Bootten, brought together 7 motorcycles on 10th August, 1975, and the information from this event was duly recorded, and the first Newsletter circulated.

## **BMW OWNERS REGISTER NEWSLETTER**

*EXPOSE: The inaugural run, held to ascertain the response toward the establishment of a club which would promote the interests and perhaps enthusiasm of BMW owners towards greater and more extensive use of their machines was held in August 10th.*

*Despite the uncertainty about the weather, there was a reasonable turn out, with some seven bikes and two non-BMW cars. Fortunately the rain was left behind and the run to Orere Point proved exceptionally good with dry roads allowing the participants to wear holes in their tappet covers, or at least attempt to. A BBQ lunch was enjoyed at Orere Point with several people indulging themselves in crayfish and wine (just shows BMW owners can do things in style - good bikes and good food)*

*Coming up is a run to Waingaro (about 30kms. South-west of Huntly) on the 5th October. A BBQ lunch again (I'm relying on some-one turning up in a car, so they are being penalized, or conned, depending upon how graciously they accept the request of bringing a BBQ unit. These in-case local facilities prove non-existent). Meet at Ross Jensen's at 9.30am.*

*The first Official Club meeting, will be held on the 9th of October (Thursday) at 8.00pm at Ross Jensen Motors at which Club Officials will be elected and subscriptions paid. The steering committee has suggested \$4.00 single and \$5.00 for a married couple. I hope both events provide good attendances.*

*Yours faithfully, (signed) Martin Bootten*

Seven BMW motorcycles arrived on the forecourt prior to the run...Gordon Rigg - Salesman at Jensen Motors, rode pillion behind unknown female rider (the Crayfish & Wine couple. Barry Williams - stalwart member of the motorcycle section of the Vintage Car Club, riding a 60/5 (a vintage Harley-Davidson man). Ross Oldfield - Member of V.C.C., riding 60/6 (pre Jensen imported and sold by John Hempleman Motorcycles). Phil Scott - owner of a 3 cylinder water-cooled Suzuki, now owner of 90S (the second 90S in NZ). Martin Bootten - Instigator of the Register, interest classic bikes, riding 50/5. Brian Bird - riding 75/5. Butch Berryman -riding 75/6.

Two cars present were Neil Barnard in his Morgan, member V.C.C., owner of a Vincent. John Samson & family in his Alfa Romeo, complete with movie camera, which recorded this, the first run.

Some weeks prior to this event, an "unveiling of the new model" was organised by Jensen Motors one evening, to launch the 90S machine. Auckland owners gathered in the showroom, also anxious to view the unknown purchaser. This beautiful smoke grey machine, all-inclusive with extras, cost \$5000 - a staggering sum to pay for a motorcycle in 1975! It transpired that the purchaser also was staggered on learning of a Government change of policy, whilst the machine was still

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on the water, altering Hire Purchase deposit and payback terms.

Nevertheless, the evening was a highly successful social event. It gave Auckland riders the opportunity to gather together, to discuss ideas on the formation of a BMW Club, and to decide unofficially, on the name BMW OWNER REGISTER.

All were of the opinion that first and foremost, we were to become a touring group with a requirement to document the machines as membership increased; hence a "Register" appeared more appropriate.

The inaugural club meeting was held on Thursday 9th October (1975), again at Jensen Motors and there the formation of the BMW Owners Register became official. The election of Officials followed, and the Register was fortunate in gaining a cross-section of expertise all of which guided the group in a variety of ways.

Those elected were:

President: Ross Oldfield - a dedicated motorcyclist, owner of a variety of vintage machinery, printer by trade, and a no-nonsense man when it came to committees. Club Captain: Phil Scott - Member North Shore Motorcycle Club, exponent of observed trials, involved in business management and an enthusiastic "ideas" person. Secretary/Treasurer: Jean Southern - Dedicated motorcyclist, involvement in Auckland Motorcycle Club, shorthand typist and a "people" person. Committee: Barry Williams - a wealth of experience on all aspects of motorcycling and longtime involvement with Vintage and Auckland Motorcycle Clubs. Brian Bird - Engineer by trade, with a superb talent for "making things", as we were to find out.

Subscriptions were set at \$4 single, \$5 double. The meeting place would be at the downstairs room at the Southern's residence, Kay Drive, Blockhouse Bay, and meeting would be held on the first Thursday of each month. A Register run was arranged to Thames on the following Sunday.

The next meeting would pave the way to some unanimous policy decisions on what the group perceived "The Register" should be, and the reasons behind those decisions.

*Part two of Jean's original writings will be in next months Newsletter.*



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# SAMA Tours – Best South African Road Trip

6 – 24 March 2020

I imagine that this will be the first of several items written about this SAMA Tour. I cannot say enough good things about the SAMA planning, organising, and delivering of this 18-day tour beginning in Pretoria and ending in Cape Town.

On the morning of the 2 March members, Peter & Jenny Nash and Keith Thomson linked up at Wellington Airport for the early QANTAS flight to Sydney where we had about a 3hr wait before boarding our direct QANTAS flight to Johannesburg. The flight to Johannesburg took 14 hours and was full. A lot ex pat South Africans were travelling to visit family and others returning home.

We were met at Oliver Tambo Airport in Johannesburg and driven the 45kms through to the City Lodge Lynwood in Pretoria. This is a particularly good hotel in an upmarket suburb of Pretoria and has a lot of Bars, Cafés and Restaurants and extensive range of other shops in the immediate area.

We planned to arrive a couple of days before the start of the tour and 4 March we visited the 'Cradle of Humankind' in a valley some distance out of Pretoria. We went down into a cave that took us 50 metres underground and is the site where petrified bones from generations of early mankind were discovered and carefully removed. This was an interesting visit

particularly when you see the development over many thousands of years of evolution. The area has World Heritage Status as one of the originating areas of mankind.

On the Friday 5 March we were collected from the Hotel and taken to SAMA HQ, which is also, the Bermen family home and completed the paperwork for the hire of our motorcycles. We met Michael Oosthuizen whom we had a lot of Email contact with during the previous months planning and getting all the papers needed like Medical Insurance, International Drivers licence, flight bookings etc.

Day one of the tour originated from the SAMA Tours HQ where some of the other riders needed to complete their paperwork. There were 12 people on the tour, 5 couples and 2 men travelling singularly, 6 kiwis, an English couple, a Canadian couple, and a German couple so a total of 8 bikes plus the Tour leader, Schalk Van Rensburg riding a 1200GS and the support vehicle, a new Mercedes Van and driver Clayton Huyser Blanche. Bikes were all BMW GSes and ranged from 1250 down to a lowered GS700 – which Jenny and I rode. I also volunteered to be Tail-End-Charlie for the first 2 days of the tour.

The first day's ride was to sites of interest in and around Pretoria. We visited the Voortrekker Memorial Museum which recognises and commemorates the trek that Dutch settlers made north from Cape Town to get away from the British. We also visited the Parliament Union Building which is one of three in South Africa the others are in Cape Town and Bloemfontein, one for justice, another finance and the third for administration.



We had lunch at the Mandela Native Village on the outskirts of Pretoria, lunch was followed by dances performed by young girls and guys from the village ably assisted by the ladies on the tour.

The next place we visited was the Dinokeng Game Reserve (200,000 Hectares) which we rode several Kms into and understood that we could ride around this reserve on the bikes however, a lion had been sited earlier in the day so we travelled around in the converted utes used in all of the game parks. We saw Impala, Giraffe, Wildebeast, Zebra and Buffalo.

We rode back into Pretoria to stay a final night at the City lodge Lynwood and that evening we were taken to dinner by Nicole Bermen who has visited NZ a couple of times promoting SAMA Tours many members will remember her visits.

Day two the Tour starts in earnest we travel from Pretoria to Hazyview, approximately 408 kms. This ride took us North East from Pretoria initially passing through a Shanty Town and as it was Sunday, the locals only day off, there was a lot of people up and about. Two things stand out, one being the amount of rubbish piled up on the side of the road stretching for quite some distance along the road. Secondly, a dead dog lying in the middle of the road and just left there, no one bothering to move it off the road.

The ride continued through flat countryside and passing large trucks and trailers which carry coal. One of the other things quickly learnt was that Compulsory Stops were treated like Give Way signs and the rule apparently is that the first vehicle at the intersection has the right of way. The speed limit on the open road is 120kmph and around town 60kmph. On single lane roads there is an additional left lane marked with a solid yellow line which is the emergency lane and parking is not allowed,

however traffic use this lane to pull over and let faster traffic overtake. Drivers seem to be less aggressive than they are in NZ.

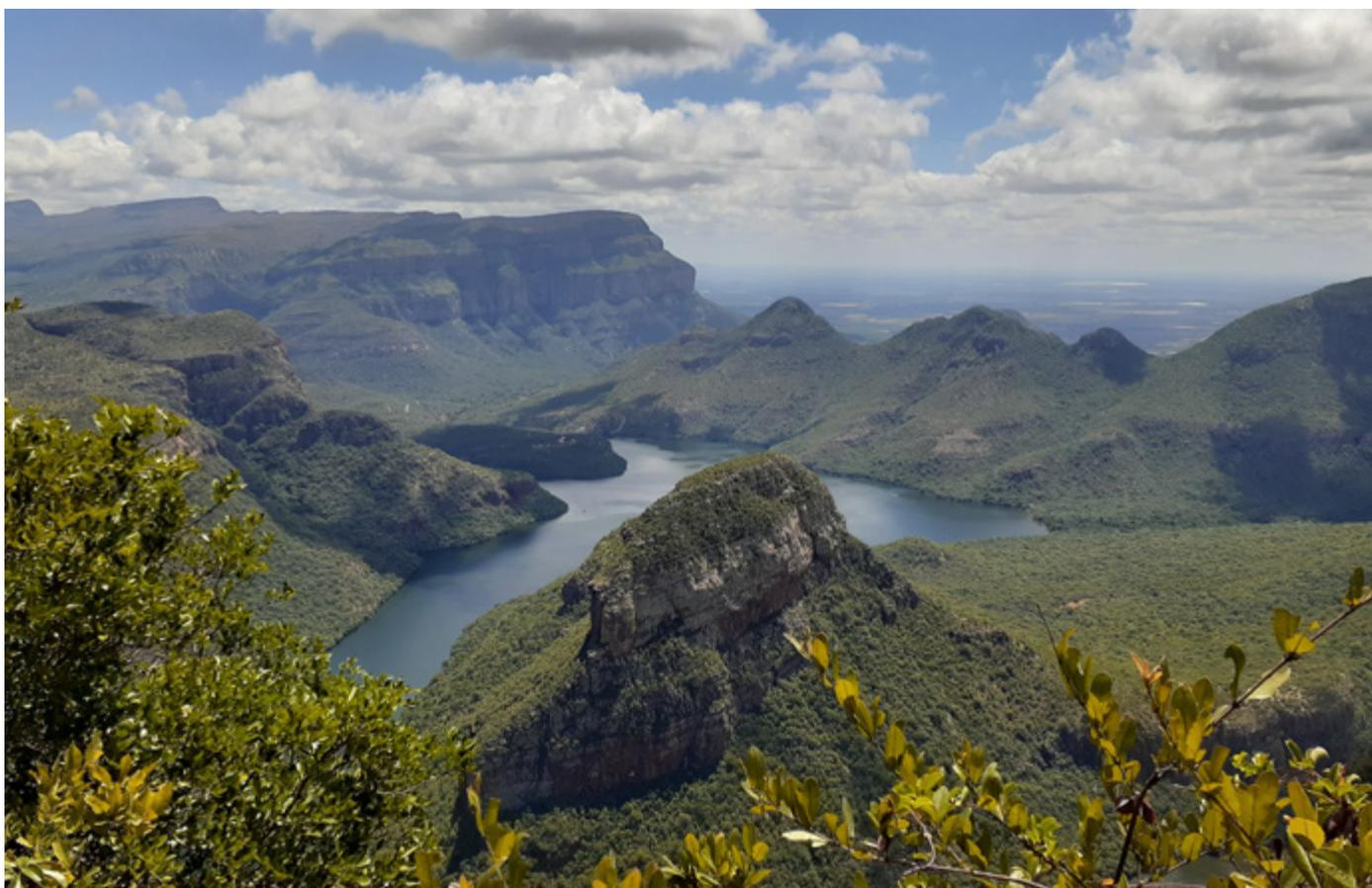
As we progressed, we passed through several small country towns and the countryside started to become hilly still with long straights. We rode over the Middleburg, Roosenekal and Long Tom passes we stopped at the top of the Long Tom pass to take photos and we could see Hazyview in the distance in the haze hence the name. Hazyview is a small country town which was our base for 2 days. The surrounding countryside is regarded by local as 'Bikers Paradise' with great roads, lots of twisties, nothing as sharp as we are used to, and great scenery. Hazyveiw is not far from Kruger National Park which is huge 500kms from North to South the size of a small country.

On day three we rode what is known as the Panorama Route (Bikers Paradise) visiting the Lisbon and Berlin Falls, the Borkes Lucke Potholes the Three Rondavels with lunch at a small old historic town called Pilgrims Rest. Lots of photos were taken as well as GoPro video of the roads ridden. A visit to the internet should provide pictures and background to these places.

Day four we had an early start 5am for the half day visit to Kruger. We needed to be in the Park as the sun came up as that was the time that most of the Big 5 are active. We saw a lion in the distance, Impala, food source for the big cats and other meat eaters, Giraffe, Elephant, wild dog, Zebra. The Kruger was a bit disappointing but in view of the size of the Park we were probably lucky to see the animals we did see.

Day 5 We rode from Hazyview to Swaziland but will leave that ride for another time.

Peter Nash





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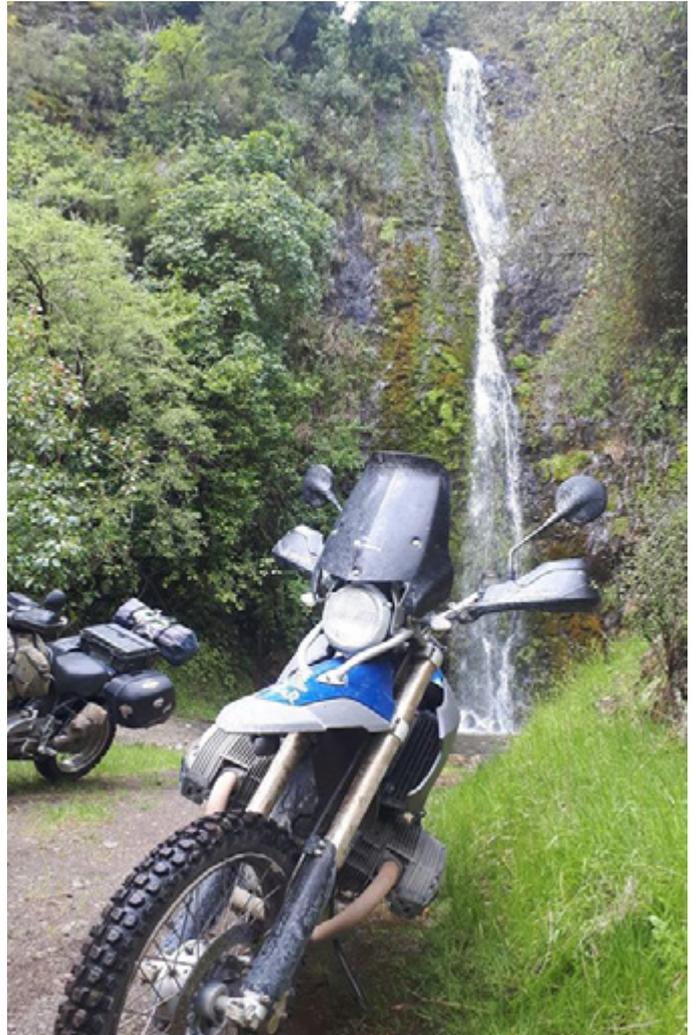
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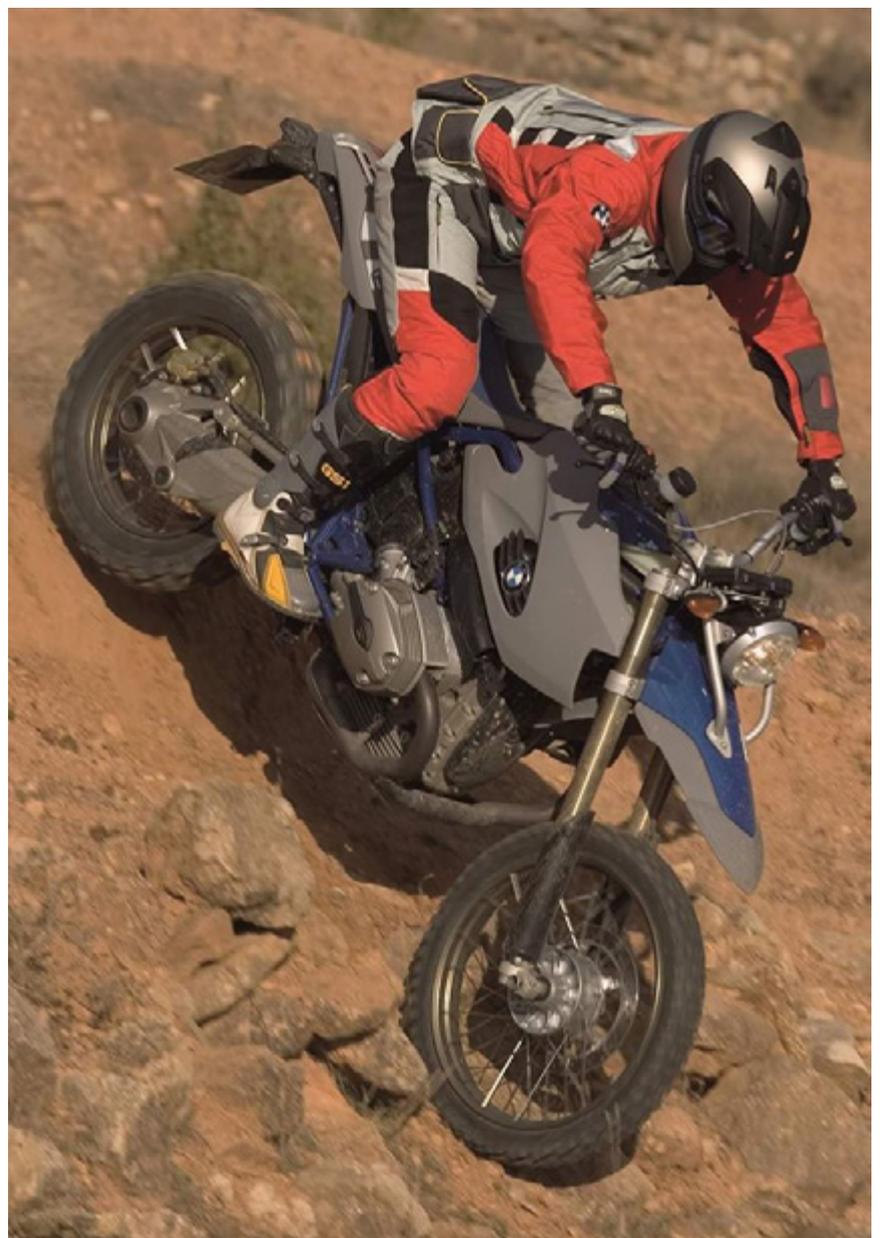
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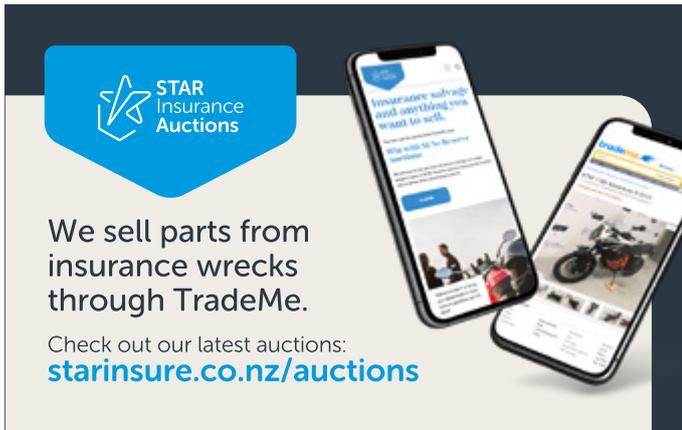


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