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NEWSLETTER

JULY 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.

Andrew CHRISTENSEN – Hawkes Bay
John O'DONOVAN – Nelson
Jason COWAN – Waikato
Rami DAOUD – Wellington
Jeff & Karen STEWART - Northland

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 BMWMC. 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

Gary

You know things are not right in the world when one of the premier motorcycling events on the summer calendar in Europe is cancelled. BMW Motorrad Days in Garmisch-Partenkirchen turns on a real experience, I know this from conversations with several members who have been to past events. Every year, about 40,000 enthusiasts meet at the foot of Germany's highest mountain to experience new BMW Motorrad products up-close. Touching and trying is most definitely encouraged, right down to test riding the very latest models. There are plenty of other attractions, including breath-taking stunt shows and heart-stopping dare-devil performances, and anyone who wants to explore winding roads and narrow switchbacks can sign up for one of the various Alpine excursions. Unfortunately, the global spread of Covid-19 has put a stop to this event and many others overseas.

The spread of Covid-19 globally has recently been described by the World Health Organisation as entering a "dangerous new phase", what that actually means is we'll see more confirmed cases as more New Zealanders head home from regions with very high numbers of cases. Despite plenty of negative rhetoric over the past few weeks around the quality of New Zealand's border control, we shouldn't forget how fortunate we actually are here in New Zealand. We're enjoying very few, if any, restrictions at Alert Level 1 even as Covid-19 is spreading overseas.

New Covid-19 cases are contained at our border and a new health order issued 22 June makes it clear that a negative test must be returned before anyone can leave quarantine or managed isolation. The order requires that individuals must submit to testing and medical exams, including the potential for multiple tests. There is clearly some risk as the number of confirmed cases rises at the border if the system fails, however, the risk of community transmission in the general population is still fairly low. Nevertheless, the fundamental principles the Club operates under remain in place. In all our activity we look to reduce the possibility of members getting sick, make sure we can track and trace for anyone that actually does get sick, and that we all understand "normal" is not a state that we're likely to return to. Members with underlying medical conditions are still being encouraged to take additional precautions when joining Area activities.

Above all else, it is your personal responsibility to keep others around you safe. If you are on a ride or socialising with other members, keep your distance from others. If you're sick, don't go on a ride or socialise with other members.

The South Island RAG Rally is on in North Canterbury over Labour Weekend, unless something untoward happens and we find ourselves back in Alert Level 3 or 4, and it will be awesome! With the North Island RAG Rally rescheduled for the weekend before (16/17 October) it's an excellent opportunity to treat yourself to both! Planning is also well underway for the Annual Rally in Taranki next January.

I'm looking forward to the Area Reps meeting in Wellington in July. More about that and the 2021 AGM next month.

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

START PLANNING NOW!

RAG Rally is next on our Calendar after the AGM/Annual Rally. More detail to follow next month, but this meeting usually falls on the Weekend of Daylight Savings eve.



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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Area Report

BMWMC EAST COAST GET-TOGETHER 30 JUNE 2020

Our first get together after all the Covid19 hassle was enjoyed by 17 members at the Meximama Restaurant in Ahuriri in Napier. It was an absolute pleasure to see one another again after all those months of forced separation so we made the most of it. The staff at Meximama made us very welcome and by the time we made our way home, everyone was already looking forward to the July get-together.

We have August booked with a mid-Winter Christmas dinner at the Lone Star in Napier and are planning the July one at an establishment in Hastings or Havelock North. If you happen to be in Hawke's Bay at that time (last Tuesday of the month), give me a call so I can add you to the list of attendees.

John Wuts, Napier

In the picture, from left: Alison, Xan, Walter, Stella, Maria, Robyn, Tony, Warren, Robert, John F, and Leonie. Missing in the picture were Pam, Bronwen, Peter, Folker and Les.

He was thrilled and honoured. It became apparent that memories were flooding back.

Congratulations Ron you are a real treasure.

Lance Nixon



Area Report



Rangitikei June ride report

The Great Winter Sock Run.

As we approached the shortest day a not too ambitious ride covering just a modest distance was to be the choice. To this end we decided that a ride to Norsewood in Hawkes Bay was a sound idea. Norsewood is home to one of the outlets of New Zealand Natural Clothing; the shop carries an extensive range of brands and styles.

Eight bikes and a dozen members met at The Fusion Café in Ashhurst and enjoyed a coffee and a chat before heading up the Saddle Road. The Manawatu weather was clear and crisp, quite a difference from the sight that came into view on the eastern side. Below us was a sea of fog which we slowly descended into. As we did so the temperature dipped from a high of 9, dropping steadily until it bottomed out at 1 degree. Despite the cold the vista we rode through was quite surreal with shards of light sometimes peering through the mist as we negotiated our way down Pinfold Road and Top Grass Road eventually hitting the main road at the northern end of Dannevirke.

Now riding under clear skies it wasn't far to Norsewood and soon the transition to shoppers got under way. Those not so concerned with their winter wardrobes lounged around the log fire.

For lunch we made our way the short distance to the other part of the village on the opposite side of the main road. A pretty relaxed snack then a straightforward trip down the main road before heading back up the Saddle Road and making our individual ways home.

All in all a really enjoyable day.

Barry Petherick.



Review – Z App Carbon Count

Woohoo! So it's February 2020 and I've just heard that fuel company Z has just launched a carbon-offset feature in their Z App. Righto, download the free app on my phone, register online, then off to fill up the bike & test out the App.

Bugger The Z station isn't quite so handily located as my usual Caltex but it's not too far out of my way. Pull in, fill up, wander into the shop & start chatting to the staff about their exciting new product. Response is friendly but blank stares, better ask the boss, oh we haven't had a chance to read up on that yet.

Here Goes! Crank up the App (seems to take forever, is it working?), now what? Oh ok, now it's showing a barcode, wave it in front of the scanner on the counter. Hey presto, we have action & it's telling me about a discount off my next purchase or something. Couple of swipes then I see that for the princely sum of \$0.75c I can fully offset the carbon footprint of my 8.8L of fuel, via Z's permanent NZ forest sink project. Couple of clicks, the credit card has taken care of it & I feel like I've done the right thing.

The Verdict

Pros:

Simple & friendly App to use once you get the hang of it.

Easy way to offset your carbon footprint as you go.

Fuel is pretty cheap at the moment, so the 8.5c/L cost isn't hard to bear.

The App lets you choose when & how much to offset. It even lets you offset fuel purchased from their competitors!



Cons:

App is slow to wake up (12s on my reasonably late-model android phone).

Z don't provide any detailed information about the permanent forests they claim to be supporting.



Yay, first post-lockdown ride, now how does that Z App work again? Ali waiting for your correspondent to stop shagging around.

Geoff's shortest day ride

A phone call from KTM Geoff "want to go for a ride on Sunday?" "Of course" I said "where to?"

"Lake Tennyson", "sounds good to me". So, on Wednesday night prior to the ride 6 had said yes. By Friday night first one had remembered a previous appointment and then there were 5. By Saturday night next one had to go to Cruise Days @ Oxford for waffles with his better half on Sunday. Now there were 4. So, Sunday came, we met for breakfast at Kell's Kitchen, south of Amberley, number 4 had roses to plant and would not be coming.

So only 3 left the café for Lake Tennyson in the middle of the North Canterbury mountains in the middle of winter on a cool but fine day.

Jacks pass, behind Hanmer Springs, was a bit rough and slippery in places but it was a great ride to Island Saddle with a bit of ice and snow. We would have made it to the top but for 2 4x4s coming down before we got there had flattened the snow and made a crust of solid ice. Not to worry, lunch at Lake Tennyson in 0 degrees was a delight with the lake so flat and snow up to the edge.

On the return trip back past St James Homestead with the compulsory creek crossings...bridges are for girls...and we

left her at home today! It's a good thing my boots are truly waterproof to keep my feet dry with a wee slip up. Onwards to Culverden, hot coffee then home for a couple of jobs for me. Bit more gravel for the other two musketeers before heading home to warm fires.

My stats for the day: 375km, 15 litres fuel and one lie down. Temperature range balmy 0 – 10degrees, 2 BMWs, 1 KTM, 3 happy bikers. Grant #1599





The end of the road for Compass Expeditions

It is with a profound depth of sadness that we announce that after millions of kilometres ridden around the world, the trail has ended "in a dead end" for Compass Expeditions. We have been forced to make the incredibly tough decision to close Compass Expeditions due to Covid 19 and subsequent collapse of forward bookings coupled with complete lack of business confidence going forward.

Currently Compass Expeditions is in a financial position to refund ALL deposits paid for ALL tours booked, however this will not always be the case if we choose to "hang on", and all indicators point towards Australians not being permitted to travel internationally for a long time yet, it is therefore only prudent for us to refund all monies owed and close the doors, now, considering 75% of our clients are Australian.

Are we panicking? We don't think so, pre Covid 19 had seen a distinct downturn in future bookings, then Covid 19 arrived, we offered the option to roll over deposits until 2021 / 22 or refund deposits, 95% took the refund option, which is what we would have done if we were in the same situation, however this has left us financially vulnerable. We have decided to cease operations now and still be in the position to refund all deposits owing as soon as possible.

Everyone with current deposits has been contacted personally and refunds have been organised.

When we look back at the last 13 years it is barely possible to believe what we have experienced. There is an incredible "Compass family" that we have laughed with and cried with. This family have become our friends, and we shall so sorely miss riding with everyone.

We understand that the world is full of people in a far worse situation than us and life will go on, but the overwhelming sense of disappointment, sorrow and emptiness is hard to put into words, our only hope is that you will never forget the times you rode with Compass Expeditions and that the name Compass Expeditions shall live on for a while longer before being consigned to the pages of history.

We have been overwhelmed with wonderful, appreciated, words of encouragement over these last two months but sadly it takes money to go into stasis. Closing down and dismissing our incredible staff until everything opens up again is not an option for us as they are the business as much as the owners, we do not wish to continue on without them.

We would like to take this opportunity to publicly thank our incredible tour leaders who led the way in motorcycle touring: Hugo, Juan Carlos, Juan, Sarah, Justin, Bayne, Ellis, Felix, Danny, Peter and Pieter, we were blessed to have such amazing committed crew, our office staff: Craig, Alison and Jordan, whose investment in our business was an example of the very best an employer could ever hope for. Our South American team: Sayda, Ana Maria, Simone and Eddy, who worked tirelessly behind the scenes to ensure the endless challenges of operating tours in South America didn't affect the rides too much, our amazing service providers scattered across the globe, from the B&B operator in the remote mountains of Kyrgyzstan, the ger owners in Mongolia, our hotel booking agent in Russia to our bike supplier in Cape Town, the list is endless - but most importantly it's our guests who made Compass who it was and what we became, our profound thanks to you all.

We think back at all the incredible people we have met along the journey, the Herero & Himba women in Namibia, whom we always visited and dropped off needed supplies, the children on the high altiplano of Bolivia whom we have been supporting since pre Compass days, over 20 years ago, Isaac the gardener at the Victoria Falls Hotel in Zimbabwe and Otgoo, the effervescent manager of the wonderful ger camp at Khovsguul Nuur, Mongolia. The list is utterly endless, we will miss these people dearly, knowing that in all likelihood we may never see them again.

In the words of the Garth Brooks song "The dance", "I could have missed the pain, but I'd have had to miss the dance", yes this is painful beyond words but the dance over the last 13 years was so worth it.

Goodbye my friends and thank you for the ride.

Mick, Veronica, Jerry, Ryan, Brendan and the crew of Compass Expeditions.

All things have a beginning... Jean Hayes

History of the Register – Part 3

(Re printed from the May 1992 Newsletter)

February 5th 1976 - the first meeting of the year. 18 members were present and the evening was lively and entertaining, concluding with supper at 11.00pm.

Present was our first personal contact with Mark & Jenny Hammond (each with a 75/5, and both of who had -travelled overland to N.Z.), and Walter & Meryl DeBeurs (also awaiting the arrival of their 75/6, presently in a shed in Holland).

Over the holiday period a large amount of mail had accumulated, with much interest from the South Island. During December we had heard of a supplier of stainless steel mufflers, and our letter to Tai Tapu Engineering received a favourable reply. John Williams proved to be a fine engineer, and he supplied many Register members over the years with these pipes. They were very competitive with the standard replacement pipes of the day.

Interest was expressed at this time in organising a National Rally in 1977, and South Island members were asked to source out a suitable venue. The run to Port Waikato had attracted 11 enthusiasts, with John Samson once again recording the event for the archives. The R9OS was showing signs of Christmas touring, and their article on an East Coast trip was the first of many from members, and these contributions added much interest to our publication.

February saw more members added to our growing list:

Kevin Gardner – [75/6] Frank Burton (S.I.) – R9OS]
Simon Ganley (S.I.) – [R17] John Williams (S.I.) –
[R69S, 60/5, 75/6]

Attendance at the March meeting had increased to 19 members and 4 visitors. Phil Scott spoke of his recent trip around the lower North Island, and Brian Bird, a South Island ride. Brian had called at Tai Tapu Engineering and also met many members in the area. Phil had taken the opportunity to call on as many of our group as possible, as he travelled south.

This continual effort to make contact, was paramount to the success of a nationwide motorcycle group. During the evening we viewed some of John's film efforts, and thanks were expressed to a Bob Pinker for the loan of a projector.

An assortment of motorcycles contributed to the successful March trip to Port Albert, where a fishing contest was in progress, and added interest to another enjoyable run.

The March newsletter issue saw the introduction of a "Handy Flints" section, which it was hoped, our members would add to, and benefit from. With parts often hard to come by, and expensive, many alternatives eventually found their way into this popular addition. Also a 'first' was the Advertisement page and the turnover of BMW's from this source increased dramatically. Phone calls to the Secretary, by riders seeking to purchase a BMW, also grew as the year progressed.

For Sale -BMW 1972 50/5 \$2000 - BMW 60/5 17,000 miles \$2,150 DJP sidecars (new) suitable for BMW (made under Licence) complete with many extras \$660.

New members during the month:

Timothy Thomson – [R5] (1936) Owen Jacobson – [50/5,
60/6] Barry Stephens – [75/5]

Theo Van de Wiel – [R50] Hugh McLeod - [R50]

Kevin Furey – [75/5].



Membership continued to increase to such an extent and with the continual growth of the Register assured, there was much merit in approaching the market place for group discounts. The April meeting saw the first replies to our letters.

E.W. Pidgeon & Co. suppliers of Continental tyres, agreed to supply members at trade rates. Firm negotiation was required later to ensure the agreement applied throughout N.Z., and membership card identification eventually solved the problem.

Jensen BMW Ltd. were approached re concessions for members and Gordon Rigg attended the April meeting to outline requirements on a 20% discount rate for parts.

The discount would not apply on special indent orders and certain items, but Jensen's assured us of their co-operation in maintaining best possible supplies. (What other motorcycle group had managed to secure discount rates direct with the importer?) To ensure confidentiality and keep the offer to Register Members only, an official order was required. Printer Ross Oldfield soon had these under way, and the system worked well. The availability of parts was not always so easy and the Committee continued to advise the Importer of requirements, and disgruntled letters from members persisted.

The 'working arrangement' was to cause some discord as time went on, with the Importer loathe to carry stock on all but 'moving' lines, and owners frustrated by delays on indent goods, searching out overseas suppliers.

A suggestion was put forward at the April meeting to hold a North Island Rally later in the year, and prior to a National event, to enable all members throughout the region to meet each other. Following on from this it was suggested South Island members do the same thing, and the idea met with much enthusiasm.

The Moana-iti Springs at Matamata was the venue for the April run, and only the hardy turned up at Jensen's with waterproofs and swimming togs. The terminology later changed from a Club Run, to a Regatta. After a soak in the hot pools, it was time for lunch.

At the adjoining restaurant a lass, with the best interests of the customer at heart, advised us that we couldn't afford the prices here "it's 4 course you know, and costs \$4." - and a trip into Matamata found us a meal of ham steaks for \$1.90. With an improvement in weather, the ride home, with little traffic, was pleasant, and ended our 236 mile journey.

The first "Handy Hint" from a member was printed in the April newsletter. This was most welcome as there appeared to be a problem in the early Kiel-121e clocks fitted to the /5 series, which involved the wiring going up in smoke. (fitting a 250 milliamp line fuse to the positive terminal eliminated the problem), but a 90S owner had other ideas - "If you enlarge the diameter of the hole left by the clock, this enables a Selleys Home Handyman Fire Extinguisher to fit neatly into the dash panel. At \$4.94, this is cheaper than buying a new clock, and provides aid to other owners you may meet up with".

Innovative Brian Bird had been busy during the April period with fiber glassing and his remarkable efforts were on view at the May meeting. R90 type sport screens were now available, and his reproduction was first class. As the months went on, they became a popular accessory.

The monthly run had taken riders to the lovely Kauaeranga Valley via Thames. The area of dense native bush and wind-chopped waterways, left some doubts as to whether the route in was for vehicles, or trampers. Deep mud-filled potholes eventually led to a clearing, by which time the decreasing visibility gave off a chill, black, ominous haze. Within minutes, the assembly looked like a bizarre gathering of rain worshippers.

After a lunch of super-fast food, and huddled under the umbrella, a decision was made to exit the run. 6 BMW's and a Ducati headed for home, feeling that this enthusiasm to ride had gone beyond the bounds of reason. Those riders with Line 7 two-piece suits were the only folk 100% dry.



The tyre price list had arrived, with trade rates quoted:

400-S18 K1 11 \$23.17: 400-18 K102 \$23.71: 350-S18 K1 11 \$20.12: 325-19 L.B. \$14.04.


The list came with an assurance that on presentation of the Register Membership card, wholesale would apply. This rarely happened outside the Auckland area, hence the Register became involved in the business of holding stocks. Rick Kirkman and later Walter de Beurs, had the unenviable task of 'post & packing' tyres (in their spare time) to many parts of N.Z.

The June run once again visited Moana-iti Hot Springs. Five motorcycles only, gave evidence of the cold, wet and miserable conditions prevailing. We were beginning to think the weather-man was laughingly testing our flagging enthusiasm for BMW touring! Stephen Parry from Whangamata joined the group along the way, and it was generally recognised that this

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SAMA Tours – Best South African Road Trip – Part 3

Day 11 – Coffee Bay to Port Alfred
this was another day of mainly riding firstly on the N2 Motorway as far as East London and then the R72 to Port Alfred. We had a coffee/comfort stop off the N2 at a relatively new shopping complex which included a Service Station and Dairy type store that also made coffee. We continued, on the N2 coming off at East London for the lunch stop at the East London Museum where the only thing open was the Café. The food and service were good in terms of quality and in range of choice. After lunch we exited East London on the R72 main road and continued, on to Port Alfred. One of the unique experiences you have riding in South Africa is to have large numbers of Baboons run across the road in front of you. The young ones are the worst as they do not look just follow Mum and Dad.

Port Alfred is described as a 'beautiful little Mariner town with stunning sea views' situated on the Kowie River. Our accommodation for the night was at the Links Coastal Inn which is up a hill and the Bar was on the top floor which provided a great view of the river and the main road into Port Alfred.

Next morning, Day 12, we departed Port Alfred continuing South and bypassed Port Elizabeth and briefly visited the 'legendary Surfers Town of Jefferies Bay' to look at the beach. We continued to the Tsitsikamma National Park – Storms River Mouth Rest Camp for lunch. The Restaurant consisted of a large plastic marque as the original Restaurant burnt down. After lunch some of the group walked around the coast which looked like the South coast of Wellington, to the suspension bridges between the sea cliffs.

The afternoon ride continued onto the Misty Mountain Reserve Lodge which saw us ride off the N2 and onto a dusty sandy/gravel road for the ride into the Lodge. A welcome change from endless sealed roads however, we all got a good coating of dust on our riding gear and the bikes. The Lodge overlooked the sea although appeared to be above the nearest coastal water. The evening meal was another nice meal – one of the features of the SAMA Tour was the quality of accommodation and food for all meals.

Day 13 we departed from the Misty Mountain Reserve Lodge and got another good dusting but being dry, standing up the wind blew most



of it away. The days ride was from the Tsitsikamma National Park, inland to Oudtshoorn around 236kms away. Once again on the N2 first stop being at the Bloukrans Bungy which is off a high bridge into a deep ravine and is said to be the World highest Bungy at 216 metres, none of our group decided to jump so we continued on. We passed Plettenberg Bay and climbed off the N2 to view the Heads at Knysna which reminded me of the Manakau Harbour heads in Auckland and like the Manakau Heads 'it has become infamous due to the loss of boats and fishermen passing through these treacherous and unpredictable waters'. Knysna is an upmarket town favoured as retirement area as the climate is warm and estuary is also, said to be warm.

The ride continued and we bypassed the coastal town of George and headed inland crossing the Outeniqua Pass and into the wide dry valley and onto Adler House our base for the next two nights. This part of the days ride provided great riders eye view material for the helmet mounted GoPro Camera.

Day 14 - Oudtshoorn 'is the Ostrich capital of the world' and 'is home to the world's largest Ostrich population, with a number of specialised ostrich breeding farms'. In the morning we visited an Ostrich farm and were briefed about Ostriches and their history before being taken out and shown around the farm facility and watch a demonstration up close to an Ostrich. These birds are primarily farmed for their meat which is red and very lean.

Dinner on our first night at Adler House was marinated ostrich steaks cooked on a BBQ and it was delicious.

The farm tour guide was knowledgeable in relation to these birds he is also a keen club rugby player for a local rugby club called the 'All Blacks' the club strip is the same as our All Blacks. On these visits it is normal to tip the guide in our case, Jenny was wearing a genuine All Black hat which the guide said he would rather have her hat than a tip so Jenny gave it to him and you could see by his reaction all his birthdays had come at once – a nice touch which made this young man really happy.

Day 15 started with another great Adler House breakfast their breakfasts were amongst the best on the Tour. After everyone had paid their drinks bills, we departed for Cape Agulhas. Our exit from Oudtshoorn took us back into the flat desert like countryside, the natural habitat of the Ostrich, and then onto the 'Folding Mountain Passes'. This was also great country for recording with the helmet mounted GoPro Camera.

SAMA Tours – Best South African Road Trip – Part 3

After crossing the Folding Mountain Passes the landscape flattened out with straights becoming the main feature and it was like this all the way to Cape Agulhas. We had lunch before going down to the Cape the Southernmost point of the continent of Africa. We parked the bikes a little way from the official plaque where the Indian and Atlantic oceans meet. Lots of photos were taken as this is probably a once in a lifetime experience for all of us. More photos were taken of the nearby Lighthouse.

We re-traced our tracks to the Agulhas Country Lodge which was our accommodation for the night. We had dinner at this Lodge which was served in an old-style dining room complete with candles. The food was also particularly good and matched the surroundings.

We departed Cape Agulhas and started the 280 kms Day 16 which would take us eventually inland to the 'Cape Winelands' to our overnight stop at Franschhoek. Our first stop was at the coastal Town of Hermanus the South African whale watching capital. This stop was also used as a coffee break. Hermanus is an up-market town geared for whale watching tourists.

We continued to the West stopping at Betty's Bay for lunch at a Café right on the beach so lunch was ordered and then we strolled down to the water's edge to see and photograph the colony of African Penguins which live there. You can smell these birds from a distance due to their diet of fish.

The ride continued along the coast road which is very scenic and again some great video was taken with the GoPro Camera, one of the screen prints is accompanying this report. We made our way up to a high point that overlooked 'False Bay' so named as the days of sailing vessels the sailors thought they were passing the Cape of Good Hope and had to make a quick change of course and go back out to sea. From the high point we could see outer suburbs of Cape Town.



The ride into Franschhoek, which is Dutch for 'French Corner', took us inland again, crossing a Dam, and riding over the Franschhoek Pass, more video, passing vine yards on the way into Franschhoek, the French influence was clear from the outset. The buildings brought back memories of my OE travels through France. After settling into our accommodation and having a few drinks by the pool we walked into the village for a pleasant dinner at one of the local Restaurants. Due to covid 19 measure imposed by the Government no alcohol could be sold or served after 6pm so no wine with dinner.

Day 17 last day on the road, took us from Franschhoek through Stollenbosch to Simons Town 'a working Naval base' and up a steep climb to Navy Buildings on land that over-looked a Marina along-side the Naval berths. The days ride continued with the group riding out to Cape Point. Two of the riders followed the Support Van into Cape Town and out to the SAMA Tours new shop where their bikes were returned, and visits were made to a local Medical Clinic to obtain prescriptions and receive attention to an injured shin. Our last night together was spent in the City Lodge V&A Waterfront where we had a great meal together for the last time. The following day various members of the tour started to make their way to Cape Town Airport to start their journeys home.

Cape Town was slowly closing with most of the retail businesses closed as covid 19 lock down was starting to take effect.

As noted in the first of these SAMA Tour reports, I could not fault any of the planning, organising, and delivery of this great tour through a very scenic country. Each day's ride was started with a detailed briefing where any issues like potholes and speed bumps were covered. Jenny and I thoroughly enjoyed the whole Tour and would recommend it to anyone looking for an overseas motorcycle trip.

Peter Nash



Rally 2021 Update

With New Zealand now approaching something closer to normal it is time to resume your planning for our 2021 Annual Rally.

The Registration Form is now in the Newsletter and will shortly be on the Club's website. We have an awesome deal on Rally Polo Shirts. These are 100% polyester Sports Polo's with interlock weave and weight. Material rated 155gsm.

The features are the Grid Mesh underarm panels for breathability, a unique sleeve print feature, contracting panels and piping with a knitted collar with contrast placket.

Please get your order in and paid early to secure one as with the World's Covid19 situation, supply is limited.



SIZING CHART

These sizes are half chest measurements in centimetres

Mens:

S	M	L	XL	2XL	3XL	5XL
52	55	58	62	65	71	79

Womens:

8	10	12	14	16	18	20	22	24
46.5	49	51.5	54	56.5	59	62	65	68

The Plymouth Hotel is standing by for your reservations so why not stay on site and be right amongst it. There are Limited Rooms so get in quick and with full breakfasts included, the prices are pretty amazing.

If you'd rather save a couple of dollars, check out the other options in the Newsletter for Hotels, Motels, Cabin or Camp Sites.

There are lots to do here, lots to see and plenty of great riding to keep you occupied.

We look forward to greeting you all in January.

Ray Senior – Taranaki Area Rep.



BMW Motorcycle Club – Rally 2021 Registration Form

Friday 22 January - Monday 25 January 2021

Plymouth International Hotel - 220 Courtney Street, New Plymouth 4312

Phone (06) 759 9128 - Email: reservations@plymouth.co.nz

Name 1			Membership Number	
Name 2			Membership Number	
Address			Post Code	
Contact Phone				
Email				

Rally Fee (Includes Saturday Night Dinner) - per person	\$110.00	
Surcharge for Non Club Members – per person	\$30.00	
Friday Night 'Meet & Greet' – per person <ul style="list-style-type: none"> Casual 'Mix and Mingle' Serviced Bar for guests to buy their own drinks Light Buffet 	\$32.00	
Saturday Night (Included in Registration Fee) <ul style="list-style-type: none"> Serviced Bar for guests to buy their own drinks Dinner – 3 course option Venue has round tables / 10 guests per table Bar Leasers 	\$0.00	\$0.00
Sunday Night - As per Friday Nights – per person	\$32.00	
Rally Polo Shirts (See sizing Chart in the Newsletter) <ul style="list-style-type: none"> Orders received prior to 20 August will be \$48.00 each Orders received after to 20 August will be \$55.00 each 	\$55.00	Order Size Mens
Mens S M L XL 2XL 3XL 5XL (half chest size) 52 55 58 62 65 71 79 (cms)		Womens
Womens 8 10 12 14 16 18 20 22 24 46.5 49 51.5 54 56.5 59 62 65 68 (cm)		



TOTAL PAYMENT FOR THIS RALLY

Payment to BMWMC's Account 03-1519-0034447-01

Use your Name and Membership Number – Reference Code R2021

\$0.00

HOTEL SPECIAL

Special Hotel Rate - Bed and Breakfast (Book Direct)

- \$ 199.00 per 2 nights (Single/twin/double room)

- \$ 189.00 per night for a three night stay

Special Dietary Requirements

Send completed Registration Forms to: ray.senior@xtra.co.nz or Post to:
Rally 2021 c/- 206 Seaview Road, Westown, New Plymouth 4310
All registration forms will be acknowledged.

Disclaimer: This rally will be run under the BMW Motorcycle Club Aotearoa New Zealand (Inc) Risk Management Plan as published in the Club's Official Monthly Newsletter. By registering for this event, participants agree to abide by all the conditions of the said Risk Management Plan.

North Island RAG Rally 2020

Taylor Lodge Pokaka National Park



<https://www.taylorlodge.co.nz/>

3rd – 5th April 2020

16th – 18th October 2020

The NI RAG Rally is on, albeit slightly delayed.

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

So, this year by popular demand it has been decided to run the event over two nights. Friday 16th to Sunday 18th October 2020.

This means that members can now arrive after midday on the Friday and spend two nights at the lodge and some may then choose to make their way south and attend the SI RAG Rally which is to be held the following weekend (Labour Day) at Glentui in the Waimakariri District of Canterbury

The Saturday is all yours to play with as you wish. There are many interesting rides to undertake and sites to visit in the National Park area. Whakapapa, Turoa,

Pureora Forest (geographical centre of the NI) and Te Porere Redoubt to name a few.

Meals:

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

Drink:

BYO.

Cost:

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

Any questions please contact:

Robin on:

021-724859 or treasurer@bmwor.org.nz





REGISTRATION FORM - RAG RALLY (North Island) Taylor Lodge, Pokaka

Fri 16th – Sun 18th October 2020

Name/s	
Address	
Email	

BMWOR Number		Area	
Phone		Mobile	
Bike / Model		Year	

This is a BMW Motorcycle Club Qualifying Event	NUMBER	COST	TOTAL
Registration (non-refundable)			
• BMWOR Member		\$30.00	
• NON BMWOR Member		\$60.00	
• RAG RALLY Badge		\$15.00	
TOTAL			

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

Please mail all **Registration Forms**
-(including cheques made payable to
BMWOR) - to:

BMWOR - NI RAG RALLY
P O Box 109-245
Newmarket
AUCKLAND 1149;

Or
SCAN and EMAIL to:

secretary@bmwor.org.nz

Payment by Internet Banking

BMWOR Event Account
03-1519-0034447-01

NB - This is NOT the
subscription account

Please reference with:

**SURNAME,
BMWOR Member #
NI RAG Rally**

General enquiries to:

Rally Coordinator
Robin Wood
06 355 0911
021 724 859

treasurer@bmwor.org.nz

Registrations close:
Friday 2 October 2020

DISCLAIMER: This Rally will be run under the BMW Owners Register Risk Management Plan as in the club's official newsletter.

By registering for this event participants agree to abide by all the conditions of the said Management Plan and by any Government Covid-19 restrictions/protocols in place at the time.

SOUTH ISLAND RAG RALLY

Good news! The South Island RAG Rally will happen later this year. We've got a lot to do to equal last year's successful rally at the Borlad Lodge.

The Canterbury team are inviting all to come to our home base Glentui Meadows, a glorious wee spot between the mountains and the sea in the North Canterbury foothills. Perfect for day rides to the likes of Arthurs Pass, the West coast, Akaroa, the Lees Valley, and Lake Lyndon. There's a great deal of choice to suit everyone.

As true locals, we will show you some neat byways. The more adventurous might even attempt Mt Richardson. The Venue is booked for Labour Weekend. More information and a registration form will be out soon.

Garry Williams

President BMW Motorcycle Club Aotearoa New Zealand

Mobile : 027 2427799



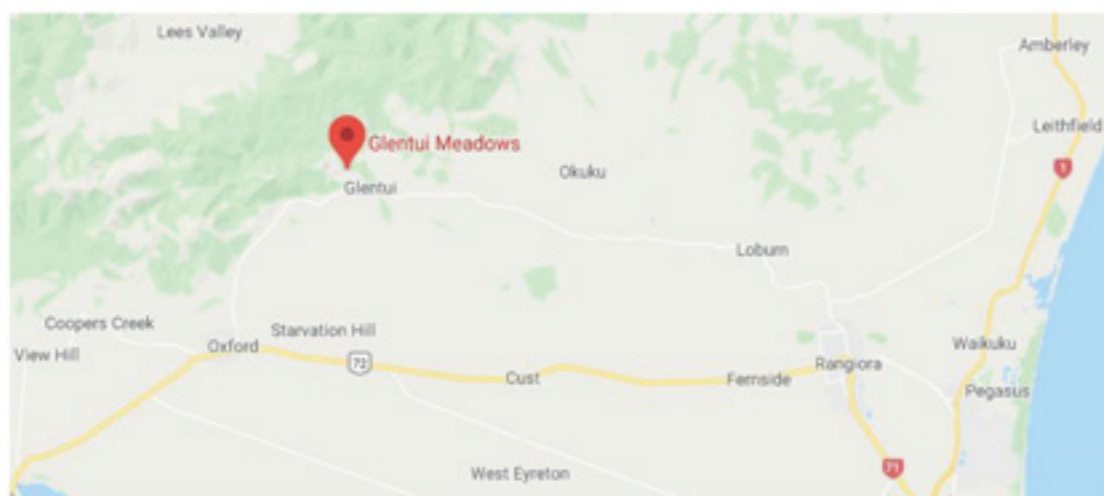


South Island RAG Rally Registration

Glentui Meadows, 140 Glentui Bush Road, Glentui 7495
Friday 23 – Sunday 25 October 2020

Name			
Address			
		Postcode:	
Contacts	Mobile:		Phone:
	Email:		

Membership #:		Area:		
Name 1:		# people	Cost PP	Total
Name 2:				
Registration: Weekend Participation (includes two nights' accommodation Friday & Saturday, Saturday breakfast and dinner, and Sunday breakfast)			\$94	
Surcharge for Non-Club members			\$40	
TOTAL				\$



Glentui Meadows is located in North Canterbury nestled amongst the beautiful terrain of Mount Thomas surrounded by native forest all within 50 minutes of Christchurch City. There are some amazing road routes west or east of the venue, and you're in for a real treat if you ride a GS!

Registration forms: Email to juliehyde530@gmail.com (Entries will be acknowledged)

Or Post to Julie Hyde, 530 Pestors Road, Rangiora RD 5, 7475

Internet banking payment to BMWMCNZ Event account 03 1519 0034447 001

Please reference with Name, Membership Number and SIRAG

Disclaimer: This event is run under the BMWMCNZ Risk Management Plan as noted in the Club's newsletter. By registering for this event, participants agree to abide by all the conditions set out in the risk management plan.

Letters to the Editor

From: Richard Cullingworth

I rode across South America with Compass 4

years ago and should now be with them in Alaska. Unfortunately, they ended up cancelling all their tours due to Covid 19 and as you will see from the email below, have decided to pull the pin.

They were really fantastic to travel with. Nothing was too much trouble and they kept all the deposits for trips in a separate account so everyone will get their money back (I understand that almost everyone has already been repaid). I have nothing but praise for their organisation, management and their communication. It is a real shame but I am incredibly impressed with their attitude which put their clients first.

They used principally BMWs and somewhere in Anchorage there is a 1200GS which had my name on it.

I enclose a photo of our trip in South America if that is any use. It shows the ferry crossing Lake Titicaca from Bolivia to Peru. As you can see, quite different from the Picton Ferry, especially as we had to turn the bikes round with huge gaps in the deck!

Best wishes





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Lawrence May # 3117 Phone 027 457 5861 or email rosecourt@xtra.co.nz



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1970's R90S

Name Euan McKECHNIE
Phone 021 382 674
Email euanjmckechnie@gmail.com
Message Motorcyclist with 30 years plus of bike ownership last BMW owned was 1955 R60] seeking to buy a 1970's R90S

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*Ever seen this in
your travels?*

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philosophy this
ship's cabin is on
the main road going
through Charleston.



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