

newsletter

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BMW Motorcycle Club
BMW Owners Register
of New Zealand



april 2012



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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



Now you have seen the fantastic colour edition of our newsletter, you must surely be wondering how we can possibly leap to a new level of professionalism, with all that value added for our members and advertisers, for only 8 cents extra per copy. Put simply, it's just one hell of a lot of work from your Editor and a great working partnership with Print.Com that has allowed us to take advantage of advances in printing technologies. The end result has the full support of the Executive and marks a milestone for the Register.

Next, we are addressing the gremlins that keep bugging our website. Previous Executive teams and willing helpers have done a lot of great work in the past. There's been a lot

of learning by doing but that Inter-Web thing just keeps on changing! Some things that worked well or held great promise a while back look different now. Garry Williams and Bruce Crowther have put their hands up to do a revamp – and Brian Zemanek, a Wellington member with a lot of experience in websites, has offered his help as well. Thanks chaps! Their efforts to make the website simpler are being guided and critiqued by a specialist in this field. I'm happy with this approach as passionate and able volunteers, supported by just the right amount of professional help, keep our website costs to a minimum whilst giving us more control of our own fate. Please have patience - a friendlier and smoother running website is on the way.

Next, we've heard the call for a return to an AGM venue where we can all stay at the one place together, as used to happen at Taupo and previously at other places such as New Plymouth. The AGM venue is moving a little more south this year. We've booked the Kingsgate Hotel/Motel in Palmerston North where all can stay, which is reasonably priced and is only a stone's throw away from the centre of town. I'm looking forward to welcoming everyone rolling in off the road before we go on to our meeting and get together afterwards – and all without having to walk or ride back to our overnight quarters. Looks like a more relaxed overnighter and our South Island members should find it easier to catch the ferry over with only a couple of hours riding needed to attend this important annual meeting. Watch the newsletter for booking details.

This brings me to more formal matters related to the running of the Register. As you'll read in the National Committee minutes, I've given considerable thought to the running of the Register and our system of governance. My thinking is that meetings held around the country should revolve around having a good time; let's leave the boring business to a capable and focused Executive. I also think that our Area Reps deserve all the support we can give so they can successfully run their areas and local events. Next, the ups and downs we all face in our personal lives mean we need to make sure our key people have got back-up and can spread the load when they need to. And of course, I think it's vitally important that the Executive can get on and do the job you voted them in to do. I've talked all of this through with the Executive and we all agree on these key issues.

So, we've got a few ideas about changes in the Register structure and our Constitution that we intend to talk through face-to-face with our members and Area Reps over the coming months. These ideas include:

- ◆ A new Vice President role, based in either the North Island or South Island according to where the elected President resides.
- ◆ Disestablishing the National Committee to remove the administrative burden from the general membership and make the elected Executive fully accountable for the running of the Register.
- ◆ A workable voting system so that all financial Members can take part in key decisions e.g. voting at the AGM

Keep an eye out for next month's newsletter which will have more detail about the proposals for you to chew over. With the support of my trusty Executive, I will be getting around as many regions as possible in the next couple of months, either at regular social evenings or at special area meetings, to get your thoughts on these ideas for change.

Finally, you might think this all looks like a big pile of bricks. If that's the case, please think twice if you are tempted to throw one of them; it could be better used to build something instead.

Let's not forget - wheels down, feet up.

Peter

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, pillioners, 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

bmwor national events

National Committee Meeting: Monday 16 April - Monthly National Committee meeting in the Anzac Lounge, Petone Working Men's Club, 47 Udy Street, Petone, Wellington at 7:30 pm. All BMWOR members welcome. Sign in noting BMWOR as your member club. Bistro dining available from 5:30 pm. After the meeting, a guest speaker.

National Committee Meeting: Monday 14 May - Monthly National Committee meeting in the Anzac Lounge, Petone Working Men's Club, 47 Udy Street, Petone, Wellington at 7:30 pm. All BMWOR members welcome. Sign in noting BMWOR as your member club. Bistro dining available from 5:30 pm. After the meeting, a guest speaker.

National Committee Meeting: Monday 11 June - Monthly National Committee meeting in the Anzac Lounge, Petone Working Men's Club, 47 Udy Street, Petone, Wellington at 7:30 pm. All BMWOR members welcome. Sign in noting BMWOR as your member club. Bistro dining available from 5:30 pm. After the meeting, a guest speaker.

Annual General Meeting: 4:00 pm, Saturday 13 October 2012 at the Kingsgate Hotel, 110 Fitzherbert Avenue, Palmerston North.

other events

BRONZ Ride Right, Ride Safe. A great way to get to know your new bike. Usually 3rd Sunday of the month at the Whenuapai Airbase. Contact Peggy on (09) 638-9227 or Finn on (09) 625-5533 for details.

Learners - Rider Training & Basic Skills Testing for learner license, Thursday evenings @ A.M.C.C Club's premises in Ellerslie. For bookings and information contact: Craig (09) 444 6261

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 (www.bmwor.org.nz) for current information on events or contact the local Area Rep if you have any questions.

Rides are generally led by a Rider in Charge (RIC).

If you think of, or fancy leading, a ride and would like it published as an event ask your Area Rep to let the Editor know by the 15th of the month prior.

northland

Every Sunday - Meet 10:00 am at Burger King, cnr Western Hills Dr and Selwyn Ave, Whangarei to go for a ride.

Sunday 15 April - Dinner at the Pizza Barn and Bar, Waipu at 7:00 pm.

auckland

Sunday 1 April - All Fools' Day - that would have to be Bwucie's LOTL ride, eh? Little and local north after brekkie at the Autobahn, Northbound Motorway Service Centre, SH1, Dairy Flat. Leaving at 10:00 am. Lunch at Piha, maybe Muriwai. Either way you can buy it, or take a picnic with you.

Monday 9 April - Auckland Members' meeting, Vintage Car Club Rooms, 39 Fairfax Ave, Penrose from about 7:00 pm.

Sunday 15 April - Long ride north with Tony O'Connor leaving Starbucks, Westgate at 9:30 am. Lunch at Parua Bay

Tavern then home via Mt Tiger and who knows where from there - Ngunguru/Tutukaka/Hikurangi?

Sunday 22 April - Little and local (or longer) south with Richard Kuysten. Richard will call it on the day, depending on weather, how he feels, how you feel, phase of the moon, etc. Leaving Southbound Motorway Service Centre, SH1, Papakura at 9:30 am.

Sunday 29 April - Little and local south with Paul Foley. For a furriner from the main island Paul has certainly built up a fine knowledge of South Auckland roads and Wendy knows all the cafés! Leaving Southbound Motorway Service Centre, SH1, Papakura at 10:00 am.

Sunday 6 May - Almost traditional, always good; Waipu Pizza Barn with Bwucie and the LOTL. Leaving Starbucks, Westgate at 9:30 am.

Sunday 13 May - Tony will lead you round the Whangamata/Waihi Loop. Cautionary note here, that's Mothers Day, so cafés will be chocker all over. Be prepared to visit a hot bread shop if needs must! Leaving Southbound Motorway Service Centre, SH1, Papakura at 9:30 am.

Monday 14 May - Auckland Members' meeting, Vintage Car Club Rooms, 39 Fairfax Ave, Penrose from about 7:00 pm.

Sunday 27 May - Little and local north, fission chips run. RIC to be advised later. Nominations from those north of the Harbour Bridge for the best shark and tatie in the 'hood, then head there. Leaving Starbucks, Westgate at 10:00 am.

Saturday 9/Sun 10 June - Overnight at Sapphire Springs. Leaving Southbound Motorway Service Centre, SH1, Papakura at 10:00 am, picking up any starters from Pukekohe or thereabouts at Caltex Bombay at 10:20 am. Last year folk said the camp was grungy and the weather turned bad but the Librarian and I had the place to

ourselves - the facilities are not too bad at all. Make your own arrangements: 07-549-0768 or sapphire.springs@xtra.co.nz

Monday 11 June - Auckland Members' meeting, Vintage Car Club Rooms, 39 Fairfax Ave, Penrose from about 7:00 pm.

bay of plenty

Friday 13 April - Thai Tauranga on Wharf Street is the place to be at 7:00 pm. This is a new restaurant for us and is opposite Spuntino's at the bottom of Wharf Street. By all accounts it is supposed to be great. Come and give it a try.

Sunday 29 April - Club ride to Kawhia. There is choice of two meeting places, 9:00 am at Z Bethlehem or 10:30 am at Bryce's Café, Wharapapa South. See you there.

taranaki

Sunday 6 May - Lunch in Hunterville. Leaving McFarlane's Café, Inglewood at 9:30 am. Any South Taranaki riders who don't want to make the ride north to Inglewood first just contact me and we will meet you on the road down. The weather is getting colder and the roads can be wet so make sure you carry warm gear and check tyres, pressures, etc. Please note; these rides are posted on the BMWOR website so check it often.

rangitikei

Sunday 8 April - Easter Bunny Club Ride ride to the "Sunny Hawkes Bay". Lunch at the Clifton Café, Te Awanga, Hastings. Meeting details to be confirmed by email.

Tuesday 24 April - Our first Tea Meeting for 2012. Details to be confirmed by email.

east coast

Monthly gathering at the Puketapu Hotel, 679 Puketapu Road, Puketapu. Last Tuesday of each month from 6:30 pm onwards.

Sunday 15 April - Ride over the Gentle Annie to Taihape for lunch. Your choice of route home. Meet at Caltex Omaha Road at 10:00 am. Enquiries to Dan on (06) 857 7058.

wellington

Sunday 8 April - Visit to a private motorcycle museum 10 minutes north of Woodville. Meet at Caltex Rimutaka for a 10.00 am start.

Sunday 13 May - Come on our perennial (and popular) Lake Ferry 'Fish 'n' Chip' run. If you haven't had fish and chips at the Lake Ferry Hotel, this is a must! Eating is believing. The invitation is especially extended to new members and members who have had a stay of absence for some time. Meet up for 10:30 am departure from Caltex Rimutaka.

nelson

Sunday 15 April - Ride to Murchison. Return via St Arnaud. Meet at Cough's yard, Three Brothers' Corner, Richmond ready to leave at 10:00 am.

motorrad news



BMW AirFlow2 helmet and Husqvarna Nuda 900 R are honoured with the "best of the best" special award.

BMW Group Design sets benchmarks - not least when it comes to the number of prizes it picks up. The red dot award: product design 2012 sees the BMW Group celebrating 11 of the internationally coveted accolades, including the highest seal of quality - the "best of the best" - for two of its products: the BMW AirFlow 2 helmet and the Husqvarna Nuda 900 R motorcycle. The red dot award also goes to the BMW 6 Series Gran Coupe, BMW 6 Series Coupe, BMW M5, BMW 1 Series M Coupe, BMW C 600 Sport, BMW C 650 GT, BMW K 1600 GT and BMW G 650 GS. In addition, the BMW 3 Series Sedan receives an "honourable mention". The awards will be presented at the red dot gala which takes place on 2 July 2012 at the Aalto Theatre in Essen.



Cover: The Ohura State Prison accommodation and eating house was the venue for this year's Wellington annual overnight run. By all accounts a riotous evening in this tiny settlement. Photo courtesy of Bill Croasdale.

new members

The BMWOR is pleased to welcome our following new members:

Martin and Jeanette Rooiman, Invercargill
Ian and Rachel Curd, Rolleston

Ron de Kraker, Christchurch

Gordon Hartley, Christchurch

May Lawrence, Christchurch

Barry and Anne Hindson, Christchurch

Tony and Jane Lusher, Tauranga

Gary and Jenni Hendry, Tauranga

A warm welcome to you all. 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. Also, we welcome your contributions to your newsletter.

2013 Annual Rally

The next Annual Rally will be held between Friday 4 and Monday 7 January 2013.

Following the successful 2012 Rally in Central Otago, a similar base (and hopefully similar weather) has been chosen for 2013.

The venue booked for this event is "The Park", SH4, National Park township. The Park provides motor lodge type accommodation that will allow us to host all indoor activities under the one roof.

Members will be able to access a range of ensuite rooms that are likely to suit most budgets through the discounted deal we have secured.

If you are passing, call in to check out the view from their coffee shop or visit on-line at www.the-park.co.nz

Bookings will open in June so look for further information in your newsletter as we near that time.

area reports

northland

Well, I am really over this stinking weather, 6" of rain just last night!

Riding herd on bunches of cyclists at a competitive event was a real eye opener. It's interesting though and our duties were many and varied including directing traffic through one way bridges, chasing down repair vans, keeping riders to the left as much as possible, escorting them through towns and blocking off roads among other things. The organiser of the latest cycle tour was Stephen Cox and, boy, he sure looked after his volunteers. Over the four days we stayed in really good motels, enjoyed all the good food we could eat, all the booze we could drink and all our petrol, but we sure earned it. The job is quite stressful and by the time I arrived home I was absolutely shattered.

Looking forward to our next dinner at the Waipu Pizza Barn and Bar in April. Please note people, I will try to ring everyone the night before but don't bank on it, I'm kind of busy right now.

Mac

auckland

What can I say? Still no bike, still no photos, it's a very quiet life I've been leading.

It was very, very nice to see RIC Rob back on his cruiser for a lunch ride to Nikau Caves Café. I had to use the Librarian's Baby Burger for this ride, as YoungJim excused himself to go to Paeroa. Rob was never too far back in the scooter's mirrors; he claimed the RIC hat stood for "Relatively Intact Clavicle" that day. I got an email from him a couple of days ago, almost a month after that ride, the hat now reads "Rapidly Ingesting Calcium", and he's done another track day on the cruiser to clear out some cobwebs, so full ride fitness must be just around the corner. Once he gets the scuff marks off the side of the Duke, or fixes the drive train of his eleven-hundy-ess, I won't be staying ahead on a 250 Burgman for long, or on a 650 V-Strom for that matter (if it ever gets here from Japan!)

YoungJim also tried for a reprise of his roundabout ride to Muddy River Café and got the same dirty wet

weather as last time, and two other silly wet sods to go with him. I'm staying off Jim's runs, unless I take Jean's scooter; it only needs one hand, so I could hold a broly with the other.

Grant Aislabie invited David Greenslade, from the Offlimits Trust, along to our March meeting (the good old 6 Hauraki Battalion Old Boy Network at work). David described the work of the Trust and their charitable contribution to families of soldiers deployed overseas. But I guess what the GS brigade wanted to hear about was the bit that really mattered to them; access to the Waiouru training area. David seemed to feel the rides they can offer would be more suited to the 650s and 800s, but unless they've changed in a major way since I was a baby soldier up there, a bold man who was prepared to risk his 1200 maybe lying down for a rest would have a ball. There may well be an announcement later as "matters arising" from this visit. Watch this space (and I'll be on a dual purpose machine, and won't be able to go to Waiouru - I still get flashbacks to a previous life that is unwelcome, so not for me.)

Keep the shiny side up (I'll just keep pedalling, damn it),

Luv n XXXXX

Bwucie

bay of plenty

I managed to miss the deadline for printing last month, I apologise for that and hope nobody was inconvenienced. I did send out an email with all the appropriate information but I'm sure not all our members have email, or have you?

Communication is a big part of any club and I feel that our BOP group is lacking somewhat! I've asked for ideas and suggestions for rides many times in this newsletter but to no avail. Do you want to let me make all the decisions on where to go and what to do? Come on all, we need some fresh new ideas and input so ring me up or drop me a line.

On a more positive note, our March ride around the Waikato circumnavigated Te Miro, which for anyone who is none the wiser is the hill between Cambridge, Morrinsville and Matamata. Using all the various back roads makes for a very interesting ride and it's so close to

home. We also visited the Arboretum just outside Tauwhare on Scotsman Valley Road. It is situated in the old quarry and has a small café with lakeside views, all very nice on an outstanding day like the day of our ride.

That's it for now from me. If you have any ideas for our club events please give me a call.

Peter.

taranaki

February 26 dawned fine and clear. It was one of those "I have a bike and I am not afraid to use it" mornings. After a slightly reluctant start by the Beemer it was off to the meeting place to find the usual suspects patiently waiting.

The ride north was, as always, pleasant with a brief stop to top up the bikes in Pio Pio before heading up to Eight Mile and over the Pukerimu.

The ride across from Bennydale to Mangakino is a lottery at times; black ice in winter and melting tar in summer. Today, however, the weather gods were on best behaviour making for an enjoyable ride.

Following the extremely accurate directions I had been given, I immediately went to the wrong place so we were able to practice our slow speed turns before stopping a local and asking for directions.

I can confirm that there is a pie cart in Mangakino! More of a pie bus really and it didn't actually sell pies. It served coffee, which was good, and toasted sandwiches, which were ok. The site is right on the edge of Lake Maraetai, which was full of water skiers, kids in kayaks, etc; a fine place indeed for a place to head to on your bike.

We headed home via Waipapa Rd, which is a fun piece of road that heads up towards Wharepapa South. From there we wound down some back roads to Otorohanga following Old Te Kuiti Rd and Oparure Rd to Pio Pio to stretch the legs and get another squirt of gas before heading home.

All up, we covered a smidgen over 500 kilometres of very enjoyable riding in fine company. I look forward to the next ride.

Colin

rangitikei

For our February Ride-n-Dine, a group of 10 riders and pillions met at Newbury School and travelled out via Feilding, Colyton and Valley Road to the Waterford Café & Bar on Pohangina Road. There we were met by Richard and Andree who had travelled out by car. We all enjoyed a good night out in a warm and cosy pub with an Irish theme.

Our March ride was lead by Lance Nixon. He reports as follows.

VII go Roman. Let me explain. I bike was red, I was blue, I was silver (all BMWs) and II were V Stroms; I yellow and I white. That makes V bikes but VII persons as there were II pillions. I think you are getting the hang of it by now.

We set off from Westmere, past Brunswick to Kai Iwi, on to Waitotara, around the Moumomaki bridges, and back to SH III. Several trees had succumbed to the wind the week before but there was worse devastation later in the ride.

After riding through Waverley, we swung right at Whenuakura and travelled the Patea race track. It was a high speed dash (yeah right!) slowed for I kilometre as we followed a herd of cows. All the kids on quads and bikes were wearing crash helmets so we congratulated the sun hat wearing farmer on his care for the kids.

Having whipped around the racetrack, we went to the Patea Museum to see the bike display. The secrets of the track were revealed except we could not figure out if it was all sealed when they used it and whether they went clockwise or anticlockwise. We went anticlockwise so we could ride behind a herd of cows. Anyway, they were a lot quicker than we were back in the LIs. They did not have to follow cows.

From the Museum we went on to Hawera for lunch at the Gelato Café, then home via a Caltex for Neville, and a quick glimpse of Ohangai just past the Tawhiti Museum.

As you do, we main-lined a coffee back at Westmere so Robin (silver BMW) and John (yellow Suzuki)

might stay alert on their way back to Palmerston North and Levin respectively. Locals Neville and Kay (red BMW), Barry (blue BMW) and Heather and I (white Suzuki) just had to supervise their caffeine fix so we could rest easy when we got home. It was truly a great day out – and only CCIXX kilometres.

Robin

east coast

Members continue to meet for a meal and get together at the Puketapu Pub on the last Tuesday of the month. It won the Hospitality Award for the most Outstanding Pub in 2011. In February, members welcomed the President on his new blue machine to this social meeting.

It was all about timing for the March ride. As we were parking at the start point, Dave and Margaret arrived and we were joined by Carole and Rob a couple of minutes later. We set off down the expressway for the short ride to Pekapeka Wetland and were just turning in when Folker arrived from the south. We had a lovely stroll

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photo archives



Got photos? The B M W O R maintains photo albums as a record of the social fabric of our community.

We welcome all photos (electronic or printed) of members and events, in particular from 1999 onwards, for the Register's photo archives.

Please include the DATE, the PLACE and the NAMES of any people in the photograph.

How can I send photos?

You can digitalise your old photographs (present pictures are fine too!) and email them to pauledllington@xtra.co.nz or hard copies of photos can be sent to:

Paul Edlington
61 Rosedale Rd
Browns Bay
Auckland 0632

Hard copies will be returned if a self-addressed, postage paid envelope is included with the original.



East Coast members at the Pekapeka Wetland

along the paths and boardwalks of the wetland and found the background to its establishment, as set out on interpretive panels, very interesting. The locals remembered it as being overgrown with willows and it's now a credit to the regional council and other organisations, which have spent many hours planting and landscaping.

We then headed south along SH2 to the Paper Mulberry Café at Te Aute. As we were parking up, Dan and Rosemary arrived by car and that made nine of us. We enjoyed coffee and food on the veranda until Folker showed us where he had been stung

by a paper wasp while at Pekapeka. As his finger swelled up and he felt more uncomfortable, he was given advice from those of us around the table. Then Dan and Rosemary took over and drove him into Hastings for medical attention. Those of us left continued our discussions and headed off home about 30 minutes later. We've since heard that Folker had recovered enough in the afternoon to retrieve his bike from the Paper Mulberry and ride home. Most of us carry a first aid kit but it could be a good idea to ensure it contains antihistamine cream.

Marie

The Paper Mulberry Café



wellington

Eighteen members came together for the annual overnight run, this time to the quiet settlement of Ohura.

The rendezvous originated at Mana and there were several pick-up points en-route. One was the Church Café at Sanson. It is now a popular meeting place for bikers and seems to have replaced the Dutch shop (now closed) in nearby Bulls.

Our last rendezvous was at Taihape and we waited (in vain) for one member from Hawkes Bay. He never showed up and it wasn't until we arrived at Ohura that we were informed that he had met with a mishap and could not attend.

It was an excellent day for riding with great weather and comparatively light traffic.

The group took a detour at Raurimu and were shouted lunch courtesy of David and Cathy and Bill and Fran. While we were enjoying lunch, we were privileged to see two separate trains travel through the famous Spiral. Both trains travelled northbound and, from our viewpoint, first appeared at the top of a hill – travelling south. The speed is very slow, as dictated by the severe bends, and some 3 – 4 minutes later the same train will come into view “at the bottom right of the screen” then travel up the straight line past us, now northbound, and still at the same slow speed. The spiral is an engineering feat indeed and really has to be seen operating to be appreciated. If you are ever in that area, drop into Raurimu and try and catch a train.

After a final top up of fuel at Taumarunui we headed off to Ohura about 50 kilometres away. It is now all but a ghost town. The last shop has closed and there is basically only a Cossy Club (!!)

keeping it alive. The site of the prison has been converted and is now “The Ohura State Prison - accommodation and eating house”.

The meal, enjoyed by all, was the classic Kiwi roast.

A “Jailhouse Rock” theme had been set for the evening and the variation of attire ranged from judge to prisoner. There were criminals, wardens and a few non-descripts (no dress: fancy!) but there were no



Wellington members at Ohura

losers; we all won a mini Moro bar each. After a full on day of riding, many retired for the night before 9:30 p.m.

The morning called for a group photo in the village, at least for those that got there. After photo time, small pockets of riders left with sweet memories of the little town of Ohura.

The prison site at the north end of Ohura was originally built as a coal miners' hostel in 1947. Its use over by the 1970s, the Government at the time transferred the buildings to the Corrections Department and converted it to a low security prison. Most of the in-mates were the "white collar" type. In 1993 a Centre house was built and included classrooms.

The prison closed in 2006. Ohura is worth a visit.

Dave Morris (photos: Bill Croasdale)

Nelson

Horseshoe Bend, Rocky Angle Corner, Brickyard Creek; all place names to be found on the Takaka Hill and in Golden Bay and all self explanatory. But who was Billy King? And why does he have a bridge near Puponga named for him?

Nelson riders met amongst the dozers, diggers and assorted heavy machinery at Gough's yard, Richmond on Sunday 18 March after being thwarted by bad weather the previous Sunday. After gathering in waifs and strays waiting at the Motueka Clocktower Corner, they continued over perhaps our most enjoyable ride – the Takaka Hill – to the Takaka information office.



"Warden" Fran has none of "Prisoner" Anne's plea for mercy; "Judge" Pete lays down the law!

Crickey, there's a riot going on!

Judge "Hang em high" Kerry deals to a wayward Brian



Although the weather to the west looked threatening, the consensus was to proceed to our intended destination; the Paddle Crab Café at the base of Farewell Spit.

A well known natural feature near Takaka is Waikoropupu Springs. Known locally as Pupu Springs this geological wonder emits millions of litres of water from storage and filtration among the underlying limestone of the karst landscape, which is prevalent from Motueka westward and south to the Mt Arthur and Mt Owen regions of Kahurangi National Park. Traffic is often heavy as tourists leave the highway at the northern abutment of the Takaka River bridge but never heavy enough to warrant traffic lights.

We rode beyond the intersection and encountered a red light at the only traffic signal west of Richmond. When we were able to advance on the green light the reason became apparent. The December flood, which dumped 675mm of rain on Takaka in 48 hours (double the previous record in the time since records began in 1905), had washed out a road cutting on the flank of Bird's Hill. A temporary road has been constructed to allow one-way traffic but a permanent solution is a long way ahead. Meantime Fonterra tankers, local drivers and BMW riders are able to pass what was impassable.

At Pakawau there is a significant cockle industry. More correctly known as clams they are harvested from the very extensive flat sandy beach when the state of the tide allows and washed and packed for export from Golden Bay to other parts of New Zealand and the world. As with any other marine harvest, the operation will be subject to the rules and regulations of the Quota Management System and will be observed from time to time by Inspectors from the Ministry of Fisheries and the RNZ Navy.

Lying offshore this morning was the distinct outline of a naval vessel thought to be HMNZS Wellington which is known to have been in Golden Bay and Tasman Bay recently. It is only conjecture that she was there on account of the clam operation.

At the base of Farewell Spit is an information centre and café located on a hill on the DoC Farm Park estate.



Nelson members enjoy lunch at the Paddle Crab Café

A veranda surrounds the west north and east walls of the hexagonal building and we chose to dine al fresco in what might have been the only area in Golden Bay to have seen the sun that day. The café is named for the abundant paddle crabs in the bay and for its own shape. In the grounds is an enclosure protecting the skeleton of a pilot whale, one of the many hundreds of these creatures that have mysteriously become stranded on the eastern side of Farewell Spit as the tide recedes. The sight of the single skeleton is sobering enough but not nearly as distressing as trying to assist living and dying pilot whales as so many local people can attest.

One final comment; while descending the Takaka Hill towards Riwaka I noticed the old horse trough at the road side. For many years there has been a bronze plaque attached to it commemorating the old-timers who worked and passed that way.

Nelson members



The plaque has been wrenched off and I have no doubt it has been melted and sold to a scrap metal merchant. I thought it despicable and a sad ending to an otherwise great day.

Graham

otago/southland

In February we went to Moeraki for lunch and to meet up with the Canterbury folk who were on a South Canterbury/Otago weekend ride. There were seven of us from Alexandra, one from Dunedin, one from Oamaru and two from Invercargill, which wasn't a bad representation at all, albeit rather small in numbers. Warren and Lex brought Geoff, Jeff and Garry and Vicki with them.

The Moeraki Tavern is a great venue with good food and great scenery. The day was a bit cloudy but dry.

Unfortunately, our March ride to Lawrence and then the Bottle House at Waikaia had to be called off because of bad weather but we will be doing this popular ride before the end of the "season."

Barry

hard riding: good fun

the black art of cycle tour marshalling

words: David Thomson

In late January and three weeks later in February, BMWOR members from across the country volunteered to assist with the running of the New Zealand Cycle Classic and the New Zealand Community Trusts Women's Tour of New Zealand. These two events are for elite riders; the first for men and the second for women. This year there were professional teams from New Zealand, Australia, USA, Japan, China, Italy and other European nations, competing against the best of our own elite riders and teams. Many international teams are training for the London Olympics and NZ riders compete well at an international level, so events such as this are run to international rules and attract good fields.

BMWOR provided motorcycle marshals for the five days of each event held within the city and surrounding countryside, of Palmerston North. Club members filled most of the available positions, with a few friends roped in to help make up the numbers.

Rangitikei members Steve Perry and Robin Wood did the organising as both have cycling interests and were able to combine their knowledge of cycling and motorcycling to lead our team through a full-on motorcycling experience.

Our role was to assist the Police implement the rolling road closures and to look for and manage hazards. Once under way, our sphere of influence started about a kilometre ahead of the race through to the tail end of the team support cars. Wayward sheep needed corralling (as did the occasional irate farmer); we closed all the one-way bridges; helped Council employees manage their traffic plan; and assessed the risk and managed the traffic at hundreds of minor intersections.

We had the full support of the cyclists and officials because their safety depended on there being no other traffic on the road. And throughout we had a fun filled working

relationship with the large Police contingent who relied heavily on us managing tricky situations before they got out of hand.

Each day started about 9:00 am with a briefing from the Police controlling officer and we then rode out to block the traffic lights leading out of town. After the convoy of riders and vehicles had safely passed, it was back on the bike to push your way through the support vehicles and riders to the front. That meant gauging the gaps then gently but firmly moving through them, sounding your horn all the time to avoid any nasty movement in the Peloton that might result in you being in the ditch. If you were slow in pushing through, the race referee would wind down his window and give you plenty of encouragement. He hated us not being out the front. The men tended to give us half a cycle width and half a second to get through (mutter mutter), but the women allowed us a better margin and often said, "Thank you" (angels all!).

Once out in the countryside we had more opportunity to relax and enjoy the experience, with the biggest issues being the major changes of direction when the crossroads were not always manned by cycle-minded council staff. I believe we managed well and left a good impression of BMW bikers wherever we helped out.

The entry back in to the busy city traffic each day again had us very much on our toes but by then our team was always working well together. The Mayor of Palmerston North required the final day of the Men's and Women's events to finish through the city's busiest thoroughfare so we received very specific briefings then and were required to max our input to the limit. This meant a group of very happy but very tired riders by the end of day five, for each event.

Debbie and Steve Perry, Joy and Robin Wood and Gillian and Roger Drayton kindly provided accommodation to out of town club members. The support of local club members was critical to us being able to undertake this job.



Cycle Classic Day's End, Men's Event

Looking ahead, the Tour owner has indicated he would like us to assist again next year. Previously, these two tours were marshalled by the Ulysses Club. If we commit to next year we need to be sure we can get the numbers and accommodate out of towners. That is a decision for Steve and Robin but I for one would love to have another go. It was hard work, but huge fun, and I recommend it to others who have the time and the desire to be involved. It was not necessary to commit to all five days - Robin and Steve were able to manage the team with most volunteers doing an assortment of days. The Tour owner paid a fuel subsidy, and provided insurance cover whilst we were riding on tour business.

Club members who participated were Bill Houston from Dunedin, Greg Buck from Nelson, Paul Cosbrook from Pukekohe, David Thomson, Ian Read and Ken Wilson from Wellington, Neville Parker and Paul Roxburgh from Wanganui, and Steve Perry, John Christie, Roger Drayton, Peter Truter, Malcolm Bowling, Graeme Scott, and Robin Wood from Palmerston North.

The club was also represented in the TV coverage team, where Robin Wood and Peter Tibbs carried cameramen for TV3 and Sky respectively.

Cycle Classic Women's Event



Our annual get-together has been and gone and I've been reflecting on the things that attract me to the Annual Rally in the first place. It's the people that are the key to making an event like this successful. For me it was being greeted by name at the Golden Gate by Barry and seeing so many known and new faces. That began earlier upon embarking the Interislander in Wellington where I met Peter Zink, Stephen, Tony and others on their GSs ready to hit Cromwell via the maximum of metal roads. I had opted for the easy, coastal route to Christchurch with a view to visiting a couple of friends, thence to Cromwell via Arthur's Pass and Hokitika.

Cromwell was an excellent choice for the Rally situated as it is on that lovely man-made lake. What a nice little town; and the venue for our Rally couldn't have been more suitable. It was very prescient of the organisers to negotiate a favourable accommodation deal as this kept BMWOR participants together during the week-end. Thanks also for organising a variety of rides and other activities, all of which seemed to be well patronised.

For Saturday's ride I opted for the road version, ably led by Noel McCrostie, taking in the breathtaking Otago landscape as well as some great sealed roads, including a stop at the historic Cadrona Hotel.

I have to admit that I really wanted to do the gravel ride but chickened out. I got talking to Hawke's Bay members Norman and Marie Nichol on the Saturday evening and I realised that I needn't have worried. Norm had actually done one of the day's GS rides on his road bike (R100R) with Marie on the pillion seat, although they managed to lose their (large) top box owing to the rough surface.

At Saturday night's dinner, with David Caesar and Garry Williams outlining their respective Sunday GS rides, it didn't take much for me to throw caution to the wind and to opt for David's ride, which was to go through Ben Nevis Station and take in the fords and fabulous views.

After a few words with David, outlining my history on dirt roads, he was happy to take me on, brave man that he is. So at 9.30am on Sunday about a dozen of us were ready to go.



you can teach an old dog

words/photos: Folker Liebenow

Ben Nevis Station

All fuelled up and keen, we left with David leading us through the Kawerau Gorge. The geology of the South Island never ceases to fascinate me and, while the ride is a motorcyclist's dream, I would rather do this as a passenger because of the fabulous views of the tilting, sometimes folding of the rock formations. We carried on to Arrowtown to collect David's guest Rod Russell on his R1200GS. David avoided SH6; instead taking Mallagans Road to Queenstown, a nice alternative that took us through the quaint settlement of Arthur's Point.

Queenstown was simply ridden through on the way to Frankton and a fuel stop, where David entertained us by dropping his bike on the very busy forecourt of the local BP. No damage to the GS, but maybe his ego – very fleeting I would think.

The ride on SH6 along Lake Wakatipu with the Remarkables to our left was, as always, quite simply stunning. We had little traffic to contend with and could instead enjoy the ride, arriving in Kingston for our planned lunch stop. The 'Kingston Flyer' was all steamed up, the place was full of tourists, the weather was brilliant, and it all contributed to a festive atmosphere. It is great to see the train operating again and the café was just the place to relax and take in the lake views and the vintage steam train.

From here it was time to turn to some gravel and kick up a bit of dust so our next turn off was the Nevis Road. Pretty quickly we climbed the hills above Garston and, from the top, had a bird's eye view of the area we had covered only an hour before earlier. We could tell by the arid landscape that Central Otago had not seen rain for some time. Although this made the water crossings a bit easier, the fire risk from an exhaust spark was very real.

Some of the fords were tricky to negotiate, a wrong turn punished with wet feet. I managed to take a completely wrong turn, burying the front wheel and needing help to pull me out.

As this was a GS 'Lite' ride, we took plenty of breaks for refreshments and photos. There is no doubt that the Otago back country affords the most stunning views. We stopped at the site of the old Ben Nevis Township, with its few remaining ruins and the "header supply" of water behind the huts, which would have been used for sluicing the river banks some two to three hundred metres away. It may also have been used as excess supply for other mining activities or domestic duties. Not many buildings, or remains of buildings, remain due the fact that building materials were scarce in those days and huts and dwellings that were abandoned would have been recycled.

We approached the north end of the Nevis Road around 4:30pm and the option to tackle the Hawksburn Road was then discussed for only a few seconds and then we were off again. This track is a bit of a mixed bag-of-tricks as far as off-road surfaces goes. One minute we were on soft sand and the next minute slabs of broken schist and then clay.

The high point of the trail is directly above the Clyde Dam and offers spectacular views of the Alexandra Basin all the way to the Ida Valley. For those needing fuel, Clyde would be their next stop, otherwise it was a quick fifteen minute ride back along Lake Dunstan to Cromwell.

For me, it was a great ride and I want to make a point to thank David for his ability to instil some confidence in riding on unpaved road surfaces in an "old dog". I'm sure there will be more shingle rides for me in the future.



Top right: Wet feet

Right: Site of the old Ben Nevis township



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words/photos: George Jones



Passo d Stelvio

"Coming on a 16 day bike trip to Europe, Jonsey?"

"No! Too busy and I've no money", I replied.

Then an email arrives from Dave and Karen Varcoe with photos of the roads to be travelled. They suggested I take a look at Bekers Motorcycle Tour's website. Here there are more photos of sexy roads and beautiful scenery taking in Southern Germany, Austria, Northern Italy and Switzerland.

This was then followed by an invite from Graham and Donna Beker for Valerie and I to meet with about 20 of the team that were going on their June trip.

Well, we're getting pretty keen by now, but Valerie realised that the trip clashed with another she had planned to the Netball Champs in Singapore. "How unfortunate", thinks me as Rangi and Lyn Winiata tell me that they've booked a return air ticket for me and I've got the weekend to make my mind up, "looks like I'm going."

The team prior to leaving Christchurch airport; Russell Cunningham, Terry and Karen Wilkins (front), Dave and Karen Varcoe (back), Rangi and Lyn Winiata, Pam and Steve Rogers and Andree Cunningham.



June arrived and eleven of us departed from Christchurch bound for Munich via Singapore. We arrived in Munich at 6:00 am and were met by Beker crew members, Hamish and Tracey Bryce, who transported us to our hotel. With five days until our tour departure, sightseeing was very much on the agenda.

A short stroll to the underground and we're on our way to the city centre. Shopping and beer gardens followed. The largest BMW motorcycle showroom in the northern hemisphere got several visits; lots of goodies there. The main BMW car showroom, offices and BMW Museum were next on the list. Must have cost millions to build. One local told us that BMW stands for 'Bring My Wallet'.

A few days later, after a restless night's sleep worrying about driving on the wrong side of the road, Rangi and I hired a BMW rental car and drove down to Marktoberdorf on a scheduled visit to the Fendt tractor assembly plant. Lots of goodies there also.

All of the 31 participants had arrived by now and, after Donna and Graham officially welcomed everyone, the socialising began. Five people were from the USA and the rest from various parts of NZ. All great people and a pleasure to be in their company.

On the first Friday we all visited three motorbike clothing/accessory shops within metres of each other as quite a few people had not brought any gear with them. It was quite entertaining watching everyone trying different gear on; I'm glad I took mine. Motorbikes were picked up on Saturday morning and, after lunch, a short familiarisation trip to Andechs and return followed. A wee bit nerve wracking but we all survived.

Graham, Donna, Hamish and Tracey compiled an excellent Tour Book for us, which detailed our daily routes, sightseeing information and hotel destinations. There was a choice of two routes each day; one harder and one easier. Autobahns were out and Alp passes in. The majority of people bought a GPS or had them fitted at the bike hire shop. The Winiatas were the notable exception. I had bought an iPhone4 and downloaded the TomTom Europe map onto it and, along with the bluetooth enabled System6 helmet, it worked brilliantly.

There were 20 bikes in total shared amongst 33 riders. The majority were 1200GSs, followed by R1200RTs and various other BMWs. Mine was a 1200RT with about 4000 km on the clock. It was a newer model than my NZ one so I felt at home straight away.

With all our luggage loaded into Tracey and Hamish's backup van we set off for Salzburg (380 km) in light Sunday morning traffic via Bad Tölz, Maurach, Kitzbuhel and a whole lot of other long names. Donna and Graham each took a group of riders while the rest of us formed our own groups. There were five bikes in our group; Steve and Pam Rogers and Dave and Karen Varcoe (both Arrowtown couples), Russell and Andree Cunningham from Invercargill, Terry and Karen Wilkins from Balfour and me from Hedgehope.

Impressions of the first day were that lots of towns are very close together, there's not much room for five bikes to stop on the roadside (the paddocks come right up to the edge) and I'm glad my GPS is letting me know where to go. The Winiata system, which consisted of a notebook with key destinations marked down, led them astray and they did an extra 130 km for the day, or perhaps they were enjoying riding their K1300R. Rangi informed me it was definitely the latter.

Roads, stunning scenery and countless passes made for a great first day on the road. Our hotel in Salzburg was right in the centre with a rooftop bar overlooking the city. Everyone was in great spirits having mastered the first day's riding. My son told me that I would get used to riding on the opposite side after a day and he was right. Each evening before our meal, Donna and Graham would brief us on what lay ahead for the next day. Monday was a free day in Salzburg and the majority chose to visit Hitler's Eagles Nest, while the others went for a ride.

Tuesday's ride was to Villach (310 km) via the Grossglockner Pass (Austria's highest at 3798m). After about 140 km we arrived at Ferleiten and paid 19 Euro to use the private toll road. It's worth every one of them too! It took about 20 minutes to get through the tolls though as there were heaps of bikes out for a play.

After a blast to the top, we had lunch and shed some layers. It was 29 degrees although the snow was still on the ground. We then took a short side road to the highest vantage point (Bikers Point 2571m) with a panoramic view of more than thirty 3000m high plus peaks. More sexy roads and tunnels as we descended from the pass and rode towards our Villach hotel. Shower and beer time.

The next day we rode into Slovenia and enjoyed a picnic lunch at the top of the Vrsic Pass (1611m). After arriving back at the hotel, we were taken by taxis to a restaurant overlooking Villach where we were entertained, wined and dined.

Thursday's ride took us from Austria into Italy to an alpine ski resort called Arabba (280 km). We left Villach and took the motorway to the Italian border and attempted to pay our tolls. After Pontebba, we headed North to Lienz and then Huben. When we arrived at Passo Stalle we had to wait as the traffic is one way for 1/2 an hour then switches back. A siren goes off and the lights flash when it's your turn to go. It's very similar to a LeMans starting grid.

It rained in the afternoon. We eventually arrived at the Hotel Evaldo after checking out a few side roads. This hotel had everything a biker needs; secure under cover garaging, bike wash, washing machines, drying rooms, pool, jacuzzi, sauna, steam baths, gym, beauty treatments and massage. Beer too! Of the 33 riders, 29 were wet, of course the four dry ones were wearing BMW gear.

The next day was a free day. One group went off and completed 21 passes for the day. Pretty impressive. Others caught up with the washing and shopping. Our group went for a short ride and then took the cable car to the 2950m high Sass Pordoi. What a view from the top. This part of the Dolomites was formed 300 million years ago. Now, that's old!

Saturday's ride to Trento was only going to be about 140 km because we were having lunch at the Rifugio Crucolo, which could easily take 2-3 hours. The body clock ensured that we were waking up early so I rode down to Predazzo and back in time for breakfast. Our group set off on a different route to the others as we wanted to make up for the lack of riding on the previous day. We met Graham at the top of the Passo Manghen and we followed him to the restaurant, which was well off the beaten path. I have since tried finding the restaurant on Google Earth but have been unable to pinpoint it. In their cellars they have the world's longest salami at 45m and a 465 kg block of cheese. The lunch was excellent.

The Passo Manghen is one lane width with two way traffic. This would be the tightest, narrowest road I have ever ridden on. I don't know how Hamish and Tracey got the van through but they did. Temperature in early 30s. Onward towards Trento and a very posh hotel. We all needed refreshment.

View from Grossglockner Pass - temperature at 29 degrees



Sunday was a free day and there's plenty to do in Trento. Take in the history or ride to the top of Monte Bondone then on to Pieve to the Hotel Paradiso, which is perched on top of a cliff overlooking Lago di Garda. I decided to shoot down to Milan and visit Valerie's mother's pen friend Mercedes. They have been writing to each other for the last 75 years and have never met or talked on the telephone. Another day in the mid 30s so it was going to be the motorway there and back. It was about a 500 km return journey but I couldn't get out of Trento because my GPS kept taking me to a blocked off exit. I figured it was just better to ask someone for directions. Once on the motorway, I was able to motor along at 130 kph. Good progress, but lots of tolls along the way. I arrived in Milan to discover that Mercedes had left for Spain a few days before. Her son and his family lived next door so I had lunch with them before returning to Trento. I did speak to her on the phone so all was not lost.

Next day we left Trento for St Moritz in Switzerland (330 km) via Passo d Stelvio. We eventually reached Passo de Garvia (2652m) and regrouped. Parts of the road are very similar to the Passo Manghen. No Armco barriers or wire ropes here to slow your progress should you fail to

concentrate. Passo Dello Selvio (2760m) is next on the list for something to eat and another regroup. What a ripper road and the road down the other side is just as exciting! I hadn't programmed my GPS properly and missed out on visiting Glurns; maybe next time. At this stage I've lost my group somewhere so I cruise towards the Swiss border and Pass dal Fuorn (2149m), then onto St Moritz where I spot my first bit of modern equipment, a Fendt tractor and hay baler, so I stopped for a chat. It was unbelievable the amount of manual labour used for harvesting their winter feed grass.

Tuesday's ride was to Andermatt and I decided to leave St Moritz at 5:00 am so that I'd be able to complete the easy and hard route in a figure eight pattern. I lost count of the number of passes that I travelled over. The superior engineering of Swiss roads was very obvious once we'd left Italy, but I still missed the Italian roads as they were more exciting, along with that element of danger. I stopped in Airolo for lunch and to buy some hair clippers as I was starting to look a bit scruffy (we had a hairdresser in the team). From Airolo to Andermatt you have a choice of autobahns, cobblestone roads, new roads and long tunnels so, with the exception of

the tunnel, I did the lot. Andermatt is a bit like Arabba with passes all around you. I had enjoyed riding by myself because of the option of stopping to take photos whenever you like.

Wednesday's ride was to the Interlaken area with our accommodation high up the mountainside at Beatenberg. I left early once again to do more passes and find the St Gottardo Tunnel. I entered the tunnel at Wassen and emerged 17 km later just above Airolo. It was 36 degrees inside the tunnel. The Swiss are building a 57 km long tunnel at present; just one reason why taxes are so high in Switzerland.

The next pass on the list was the Nufenenpass (2478m) followed by the Grimselpass (2165m), aptly named because of fog and light rain. I bypassed our Beatenberg hotel and headed for the BMW bike shop in Thun. More goodies to look at. Had a mental dream about buying one of their second hand bikes and leaving it there for future trips. Dreams are free, but the bike wasn't.

Back to the hotel and reality. Caught up with Steve and Pam Roger's story about an encounter with a cow on the Furkapass. The cow was passing Steve's brand new stationary



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GS1200 with her guts swinging from side to side. Perfect timing for the cow, who obviously had a hatred for red bikes. End result was two people off, hurt pride and 300 Euro damage.

Thursday was a free day and 'new tyre day' for me and Denis and Marilyn Columb from Queenstown. This is the only set of tyres that I have worn out from edge to edge in all my years of motorbiking. The tyres still looked fine but Graham said that the police are very strict on tyre safety. New tyres must be as specified by the manufacturer and fitted by an approved bike shop. Graham loaded up his bike with four new tyres and we headed back to the Thun BMW shop. I left Thun and headed for Luzern combining local roads, autobahns and tunnels, before returning to our hotel.

Salzburg hotel rooftop bar



On Friday we left Beatenberg and headed for Feldkirch in Austria via the main passes of Sustenpass (2259m) and Klausenpass (1948m). I became separated from my group and chased them over the Sustenpass. What a blast! I didn't catch them though; they were still behind me. I visited William Tell's statue in Altdorf and had lunch before continuing on to Feldkirch combining a bit of both routes.

Saturday's ride went to Imst. I snuck away early (the things you can do when your wife's not there) as I want to do both routes on offer in a double figure eight. This involved a bit of doubling back but the roads are great so it doesn't matter. There were thousands of bikes on the road including the Polizei. I got stopped on two occasions at the bottom of passes to have my tyres checked. Just as well we put new tyres on, isn't it Graham? If I received \$1 for every GS1200 I saw I think I could safely retire. This was the longest day on the bike with 550 km under the belt. Very satisfying.

The last day on the bikes saw us depart Imst and head to Munich. Graham and Donna reminded us all not to let our guard down on the last day. We peeled off at Schwangau and visited Neuschwanstein Castle, which is the most visited castle in Germany.

This takes care of 3-4 hours and castles are now ticked off the list.

It was a spirited ride back to Munich especially when we hit the Autobahn. The fast lane was cruising at 220 kph. Exciting stuff, but all good things come to an end.

After the bikes were fueled up, they were returned to the hire shop and checked for damage. There were a few minor scrapes on the odd bike but nothing serious. The owner of the hire shop was also the owner and chef of a Greek restaurant nearby and we were treated to a marvellous final dinner; the food just kept coming. I still don't know who paid for the night but it was a cracker.

You may be thinking that some of the distances could have been completed before morning smoko. Rangi and I thought the same thing when we first read the Tour Book but they were all full days. My average speed for the 4500 km travelled was 57 kph. In NZ this would be in the 90s. The ones with pillions averaged around 50 kph. There were no big bar sessions as you didn't want to miss anything or be hungover.

Monday was 'time to go home day'. Graham dropped the Winiatas, Bryces and me off at Munich airport where we discovered that our flight to Singapore was booked out. After

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some discussion we were diverted through Hong Kong to Singapore, arriving about two hours later than planned. The only bonus was that they paid us 600 Euro per person for the inconvenience.

It must be taken as read, that all the roads were great and the scenery stunning. Organisation, accommodation and meals were excellent.

If you want to do it, this tour runs annually in late June and finishes at the beginning of July. It is timed to beat the beginning of the Alps holiday season ensuring that the roads and passes are not too busy and the weather is relatively settled with warmer temperatures. It has been designed with couples in mind although Donna and Graham, and their team of Hamish and Tracey, organised a faultless and most enjoyable trip just for me. Every day was a good day!

Russell Cunningham enjoyed it!



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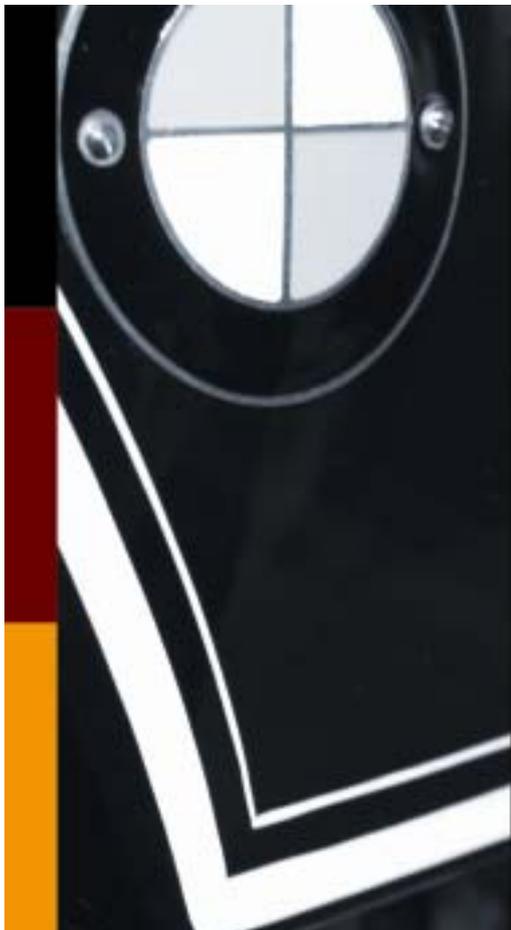


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register business

Minutes of the National Committee meeting held Monday 12 March at the Petone Working Men's Club, Petone, Wellington.

Meeting commenced: 7:30 pm

Attendance: President Peter Tibbs, Secretary David Thomson, 14 Members and one visitor.

Apologies: Four

President Peter welcome David Visser to the meeting and thanked members for attending.

Minutes of the previous meeting: A motion that the minutes of the National Committee meeting held on 13 February 2012, as published in the March 2012 newsletter, be confirmed as a true and correct record passed (D Oldershaw/B Frost).

Matters Arising: Badges – Secretary advised that replacement badges have now been ordered for those local members who requested same late last year.

Correspondence: Correspondence includes membership renewals, accounts payable and overseas BMW Club magazines. Magazines are available for reading via Bruce Frost.

Treasurer's report: The following (*summarised*) report was received from the Treasurer, Phil King.

Current Account balance at 11/3/12 \$11,455

Term Deposit balances \$44,203

Outstanding accounts all current.

Insurance renewal is under way.

Payment processing – PayPal account has been suspended. ANZ Direct Online costings being explored.

Editor's report: The President presented the Editor with two bottles of wine to be shared with the folding team to mark the first edition of our colour newsletter. The test run was successful and the colour edition is now to become the norm. Editor stated there had been a few enquiries as to the increased cost of colour production and he reiterated that, as advised in the March newsletter, the additional cost is 8 cents per copy.

Membership report: Membership Secretary John Wuts and wife Pam are travelling to Holland to be with John's ailing mother. Their departure is at short notice and membership issues are on hold until his return. President Peter passed on the best wishes of members to John and Pam at this difficult time for them.

Shop report: Bruce Frost reported that there had been no sales since the National Rally. Thanks to Garry and Bill for preparing new photos for the updated of the Shop Gear order form which is being finalised now. A sizing chart for clothing is being prepared. Orders remain available on-line with either payment by cheque or by internet banking to the Club's cheque account.

Area Rep reports: Wellington Area Rep Dave Oldershaw reported that the Ohura State Prison overnight trip hosted by Wellington Branch of BMWOR is being held this coming weekend. Theme (for fancy dress) is "Jailhouse Rock".

General Business:

1. Editor Garry reported that Bruce Crowther is doing an excellent job re-doing our website in simpler code. There will be a plainer look to it, with fewer bells and whistles. PayPal was a good idea when instituted but the subsequent cost has proved too much so it's back to basics for the Shop and member renewal functions, both of which will be able to be submitted on-line, but with simpler processes. The Executive was prepared to employ outside specialist help in rewriting the website code but Bruce volunteered to do this work and if we need to get outside help for him later, then that will be done. Brian Zemanek reported that he had visited the website earlier today and he found it quicker and still entirely adequate.

2. President Peter Tibbs reported that after receiving many suggestions that the AGM was best when held under the one roof for member accommodation, plus the meeting, he has located a suitable facility in Palmerston North. The Sun Court Motor Lodge in Taupo was previously well reported on but is regrettably no longer available. Palmerston North will give South Island members the opportunity to reach the venue the same day as the ferry crossing and he hopes that some will take the opportunity to attend this year. The 2012 AGM will be held at the Kingsgate Hotel, Palmerston North, on Saturday 13 October and the Executive is considering a range of add-ons for the weekend.

3. President Peter is to recommend the creation of a Vice President role for the BMWOR Executive team. Such a role to be filled by a member from the alternate Island from the President of the day. The purpose is to give Members a wider representation on the Executive. At the present time there are no South Island members on the Executive and this new role would give them access to decision making. South Island members play a large role in the affairs of the Club by hosting and attending rallies, but in all other respects they have no real opportunity for input. The concept was approved in principle for Peter to proceed with.

4. President Peter discussed his desire to see the Executive take more accountability and be empowered to make decisions for the Register without the need to seek post-approval from a monthly meeting of local members. This is work in progress and he intends presenting his suggestions for change in forthcoming newsletters.

5. Petrol Expenses - the mileage rate for members of the Executive attending BMWOR business has been set at 20 cents per kilometre. Approved by the Committee.

6. The Committee approved the payment of up to \$35 for the BMWOR to become an official member of BRONZ. The BMWOR is a non-political organisation whereas BRONZ is active in this area. By joining, the Register will get information for members on political issues that BRONZ is attempting to represent bikers on, such as ACC Levies.

7. Secretary Dave reported that since the last National Committee meeting Register members completed a second five-day cycle tour as motorcycle marshals, this time for the Women's tour. Good publicity was received for the Register and for BMW bikers. The organisers (Steve Perry and Robin Wood) in Palmerston North are keen to do the two events again next year.

8. President Peter noted the attendance of Brian Zemanek and Dave Morris who are both recovering from serious illness.

Next Meeting: The usual date of the monthly meeting coincides with Easter Monday and, after a show of hands as to who might not be able to attend in April, the next meeting was rescheduled to the following Monday, 16 April at 7:30 pm.

There being no further business the meeting closed at 8:40 pm.



"Everyone here? Good. Meeting topic: Setting world record for shortest meeting. All in favor say aye. Ayes have it. Meeting over."

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bikes for sale



R1200GS - (2010). 32,000 km, one careful rider. Complete with panniers, new tyres and all the special features for only \$25,250.

Phone Peter on (06) 3782242 or 027 335 6843 or email peterantibbs@wise.net.nz (3)



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luggage rack and bag, TomTom GPS (new 2011) with maps for UK and Europe. Asking NZ\$15,000 for delivery Alicante late May.

Contact Knut on 02102431154 or email knuttoreid@hotmail.com (2)

BMW K75RT - (1994). 108,000kms. Bike in good condition for age, fairing has been repainted. I purchased bike in 1996 and it has provided me and my wife over 100,000kms of great touring around NZ. Selling as it's time to upgrade. Offers considered.

Contact Stuart Burns (021) 972535 or stuart.burns@xtra.co.nz (1)



BMW R1150R - 2004. Immaculate in black, nicely run in at 35,000 km. Dealer serviced since new, 2 owners - current owner for

last 7 years. Luggage rack, top bag, panniers, small screen, charger socket, engine protectors. Charger and riding gear also available. Sensible offers considered.

Contact Don on 021 742-287 or email l.d.mackenzie@xtra.co.nz (2)

for sale

Ventura pack rack and L rails for BMW R1200GS (2004 - 10). Complete with all fittings. In good condition. \$150.

Contact Dick (North Shore) at richard.cullingworth@xtra.co.nz (2)

help wanted

Canada/USA - I am flying to Vancouver in mid July for 3 months biking across Canada and northern USA. I have yet to decide whether to ship my bike or buy one there. If anyone has experience of shipping a bike to and/or from Canada, buying bikes there or information on where I should ride, I would be delighted to hear from you. Please contact me at richard.cullingworth@xtra.co.nz (2)

motorrad news

Sloan Frost riding the M1 Motorsport BMW S 1000 RR scored the perfect double hat trick at the 29th annual Sound of Thunder weekend at Powerbuilt Raceway, Ruapuna in March.

Riding in both the Moto Euro and F1 BEARS Superbike events, Sloan had the dynamically powerful BMW S 1000 RR perfectly set up and took out all three races in each class. It was weekend of total dominance for the S 1000 RR, at one of New Zealand's premier race meetings.

It did not end as well for fellow BMW S 1000 RR rider John Ross.

After pushing Sloan Frost in the first three races and grabbing second placing's, he fell and badly breaking his wrist.

FLY spots

Have you recorded FLY spots from your annual rally trip? It's a good start to accumulating points between 1 Dec 2011 - 30 Nov 2012.

- 1 point is scored per kilometre travelled to, from, and during any event published during the year in the newsletter

- 150 extra points if the trip involves a ferry crossing between the islands (300 return trip)

- 200 extra points if the event is for charity

- up to 300 extra points (at the discretion of the Secretary) if you can demonstrate you've promoted the Register in a positive way during the event.

There's a fabulous trophy donated many moons ago by Finn, Lorraine, Lars and Yvette (hence the FLY) Neilsen for the member scoring the most points during the year. There is a more recent trophy just for our female riders (the Lady FLY). Trophies are presented (if anyone is so deserving) at the Annual Rally each year.

Entries are called for in November each year, you simply provide the details of your rides, the points you have accumulated and any demonstrative evidence of how you've promoted the Register on any event to the Secretary by email before the close off date that is set.



Sloan Frost

On occasion Star Insurance sell parts from insurance wrecks through Trade Me. Take a look at the Star Insurance website www.starinsurance.co.nz for details.

On his way to the Wellington overnigher in Ohura, our good mate Folker Liebenow unfortunately collided with a cattle beast. The beast is deceased, Folker's bike is not in particular good shape and Folker himself is undergoing some repair work. Here's wishing Folker a speedy recovery.

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