

newsletter

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BMW Motorcycle Club
BMW Owners Register
of New Zealand



december/january
2012/13



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**BMW Motorcycle Club
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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



I'd like to start by offering my congratulations to Gerry Hodges, President of the BMW Car Club New Zealand, and their club members on selection as the 2012 World BMW Club of the Year. This is an awesome international achievement - read more about it on page 5.

Gerry, from our two-wheeled team, we wish all your four-wheelers a Happy and Prosperous New Year. We look forward to working closer with you and sharing our love of the BMW marque.

Next, our Annual Rally organisers tell me they still have room for a few late bookings. You just have to be there to share in the good times and it all happens over the first weekend in January. So if you want to come but haven't yet registered, send your registration straightaway to Marie Nichol at marienichol@xtra.co.nz and ring The Park on 0800 800 491 to organise a bed. Ann and I are looking forward to what is shaping up to be a great rally. And I'm sure that pesky volcano will keep its lid on tight while we're in the neighbourhood!

Our new Tour Guide accompanies your newsletter this month. The Tour Guide is full of useful information about the services your fellow Register owners offer and it is invaluable when you need assistance, a bed for the night or just want a cuppa and a chat on your journeys around the country. We carry ours whenever we are away from home and I recommend you all do the same as you never know when you might need some assistance or company on one of your outings.

The Area Rep Handbook is starting to take shape. Area Reps have forwarded their agreed topics to their chairman who will carry out a 'cut and paste' exercise before adding some 'padding' of his own. Once they've done that, a draft copy will be circulated to the Executive and the Area Reps who contributed - we anticipate this will be out early in the new year. I'd like to thank you all for your contributions to date - this Area Rep Handbook will be a very useful tool for all Reps and make the job of incoming Reps that much easier.

Finally, the changes to the Constitution passed at the AGM are now in place with all required documents lodged with the Companies Office. Many thanks to the Executive members who pulled this together and made sure the "i"s were dotted and the "t"s crossed.

So, let me wrap up the year by wishing you all a Happy Christmas and a really great time for the New Year. Stay safe, stay well and enjoy the summer riding.

As always - wheels down, feet up!

Peter



Cover: The new BMW F 800 GT, successor model to the F 800 ST. BMW Motorrad is enhancing its range in the sporty touring segment and setting a new benchmark among mid-range motorcycles. The high-torque, water-cooled 2-cylinder in-line engine with a capacity of 798 cc provides an increase in power achieved by means of revised set-up. It now has an output of 66 kW (F 800 ST: 62.5 kW) at 8,000 rpm. The new F 800 GT boasts an even more supreme drive with the maintenance-free secondary drive via toothed belt.

Introduction:

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

Riding Code:

1. All register members on register rides shall do so as individuals responsible for their own safety and shall take into account the safety of others they encounter on the ride.
2. Register members are responsible for ensuring that their motorcycles are in a safe and legal condition, the minimum being to Warrant of Fitness standards.
3. Riders, pillion, and sidecar passengers where required, shall have as a minimum Standards New Zealand approved motorcycle helmets, and stout footwear, gloves and clothing that will be capable of protecting their body in the event of a mishap.
4. Register members are to go to the aid of any others suffering a mishap.

5. Ride organisers shall nominate the destination for the ride as well as any regrouping locations or other stops. The organiser is not responsible for other riders' behaviour or safety.

6. Riders shall ride at a speed and in a way that is comfortable for them. Do not ride outside your personal comfort envelope.

7. If a rider is unfamiliar with the route, they shall arrange to follow another rider who does know the way and who travels at a comfortable pace.

8. Riders who decide to travel as a group shall adopt a staggered riding formation such that there is an accepted following distance to the rider immediately in front. A reasonable following distance is indicated by a time of two seconds between riders for dry conditions, and longer for inclement conditions and on loose surfaces.

9. The Organiser and or the Register are not responsible for participants' safety, and all participants participate at their own risk. All participants are aware that they are travelling on open public roads and are responsible for their own safety and compliance with all Road Rules and Laws.

events calendar

bmwor national events

Annual Rally: Friday 4 - Monday 7 January 2013 at "The Park", SH4, National Park township.

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

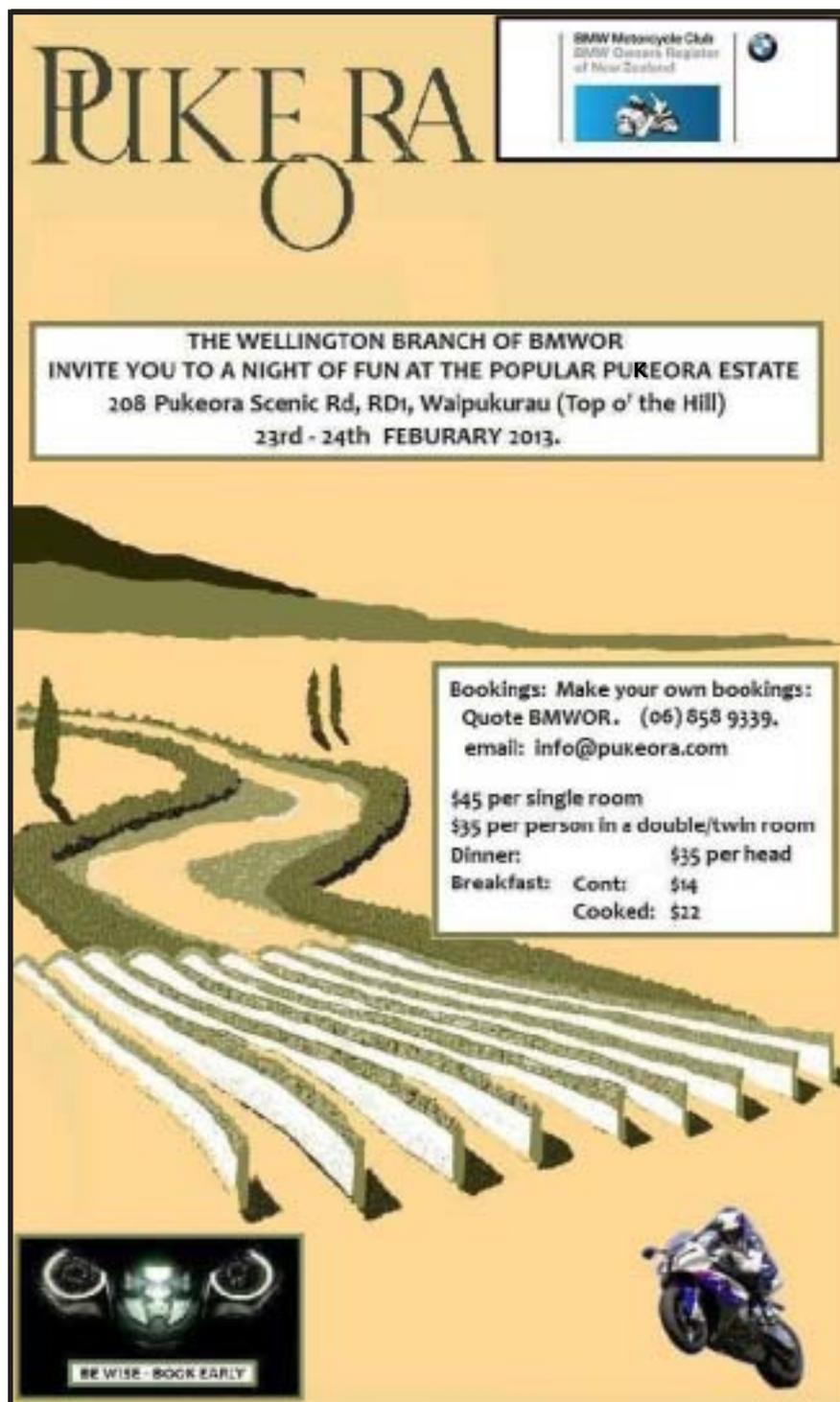
bmwor area events

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.



RIKEORA

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\$35 per person in a double/twin room
Dinner: \$35 per head
Breakfast: Cont: \$14
Cooked: \$22**

BE WISE - BOOK EARLY

auckland

Sunday 22 December (Please note change from Sunday 9 December) - Christmas ride and BBQ (BYO drinks) at Malcolm and Sue Sergeants' "Ranch", Island Block Road, Meremere (on the right hand side 7.94 km from SH1). Ride leaves at 10:30 am from BP Southern Motorway arriving at Malcolm and Sue's around 12:30 pm. Please email auckland@bmwor.org.nz with your details if you want to attend. We need this to claim our \$6.00 per head Christmas allowance from HQ. Partners welcome. Bring your car if you want and go directly to the Ranch. NOTE: this will take the place of the December meeting at the Vintage Car Club.

Sunday 20 January 2013 - Ride somewhere leaving BP Southern Motorway at 9:00 am. Details to be posted on the BMWOR website. If we don't have your email address, please let the Area Rep know.

No monthly club night in January.

taranaki

Saturday 23 February 2013 - Joining the Wellington members at Pukeora on their annual weekend away. Leaving McFarlane's Cafe, Inglewood at 10:00 am.

rangitikei

Sunday 9 December - Club ride to *LLandaff Country Residence* in Masterton for a combined Christmas function with Wellington Area members. Meet at Caltex Fitzherbert Ave for a 10:30am departure, alternatively you are welcome to travel directly there if going by car. Expected arrival time 11:30 am-12:00 pm.

Sunday 13 January 2013 - Club picnic ride. Route and destination to be advised by email and on the forum calendar.

Tuesday 29 January 2013 - Ride-n-Dine to be advised by email and on the forum calendar.

Sunday 10 February 2013 - Club Ride. Details to be advised by e-mail and on the forum calendar.

Tuesday 26 February 2013 - Ride-n-Dine to be advised by email and on the forum calendar.

east coast

Sunday 9 December - Barbecue at Marie and Norman's, 155A Te Mata Road, Havelock North, from 12 noon. BYO drinks and bring bread, salad or dessert to share. For catering purposes, please let us know if you are able to come - 06 877 3383

Wednesday 30 January 2013- Ride/Drive to the Sawyers Arms, Tikokino for dinner from 6:00 pm. You are welcome to visit Danny and Rosemary Young from 3pm that afternoon. Further details by email.

Sunday 10 February 2013 - Ride to Aratiatia Rapids and Taupo for lunch. Meet at BP Bay View at 9:00 am. Further details from John on 06 844 4751

wellington

Sunday 9 December - Christmas function at LLandaff Country Residence, 183 Upper Plain Road, Masterton. \$30 per head (less any subsidy from BMWOR) and includes three meats, salads, bread, dessert, tea /coffee and fruit juice. BYO other drinks if required. Meet at Caltex Rimutaka for a 10:30 am departure. Rangitikei and East Coast members are welcome to join.

Monday 17 December - Social night at the Petone Working Men's Club, 47 Udy Street, Petone, Wellington. Sign in with BMWOR as your member club, all members welcome. Bistro dining available from 5:30 pm.

welcome

A warm welcome to our new members this month.

Stuart Hamilton - Hamilton

Peter and Tania Dobbie - Clinton

Robert Gardner - Palmerston North

Jeremy Madley - Hamilton

Nigel Heath - Richmond

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.

Saturday 23 - Sunday 24 February 2013

- Annual Wellington weekend away. Meet at Caltex Rimutaka for a 10:00 am start. See page 3 flyer for full details of accommodation and meals. Bookings to be made online at <http://pukeora.com/bookings.cfm?EventCode=bmw2013>

nelson

Sunday 9 December - Ride to Marfell's Beach (south of Seddon) for a picnic. Meet at QE2 layby 9:30 am.

Saturday 12 - Sunday 13 January 2013 - Weekend ride through the Rainbow/ Molesworth. Contact Revti for details.

2012 World BMW Club of the Year

BMW Car Club
New Zealand



Congratulations to the BMW Car Club New Zealand, which has been voted by members of the BMW Clubs International Council plus senior Managers at BMW Classic in Munich, to be the 2012 World BMW Club of the Year.

The BMW Car Club New Zealand was nominated by BMW Clubs Australia with major opposition from the two other nominees, BMW Clubs Africa and the BMW Car Club of America.

The award is in recognition of an outstanding year highlighted by the NZ Festival of Motor Racing

celebrating BMW Motorsport. Also taken into account was its 3rd placing at the Intermaque Concours d'Elegance at Ellerslie, its new and improved website, its new look Dixi magazine and the quality of the events run.

Of course this could never have been achieved without a hardworking national committee as well as enthusiastic regional committees, and most of all, the members, who come along and support the events that are held.

area reports

auckland

After our two previous rides being seriously wet, the weather for November's group ride was kinder; only a few decent short, sharp showers.

A dozen bikes left BP Papakura for a "variety of rides" around the Coromandel Peninsula. Richard Kuysten led the main ride to Kopu via Lyons Road, the scenic Finlay Road, and Miranda. After attending to some "oil issues" on one of the bikes and a rest at Kopu, the road riders continued on the Kopu-Hikuaui Rd to Tairua and on to Coroglen. Those more inclined to gravel rode north through Thames to traverse the Tapu-Coroglen Rd and meet up at the Coroglen pub. From our perspective the conditions were perfect; dry overhead and moist, packed gravel with no dust.

After lunch, the road group looped north and west via Whitianga to Coromandel. Four GS riders took on the 309 Road, which was a blast too, although drier and a touch dusty compared to the morning's ride.

The morning showers eased to a sunny afternoon with only a rare shower but persisting brisk westerly winds. By all accounts a great day was had by all.

Not long now until Christmas and then the Annual Rally at National Park.

Peter Zink

taranaki

Short and sweet ride report from Taranaki this month I am afraid! Rain, well actually more than just rain, more along the lines of a lot of rain plus some wind, kept our heads down. Hopefully Taranaki members have kept themselves amused since the last ride.

That last ride (which fortunately got rained off) coincided with my wife's birthday. I really must learn to check my calendar before I commit to a date. I will put it on my to-do list, right next to washing the bike and my riding gear.



Auckland bikes at the Coroglen Tavern

No doubt you're aware that the BMWOR Annual Rally is being held in National Park this year. Unfortunately, due to other commitments, I will not be attending, however, I would strongly encourage Taranaki members thinking of attending to do so. These rallies are a lot of fun and an excellent opportunity to meet and mingle with like minded bikers.

I have received an email from Dave Oldershaw (Area rep for the Wellington region) inviting the Taranaki Members to join with them in an overnighter on the 23/24 of February 2013 at the Pukeora Estate in Waipukurau. This event is advertised in this newsletter so all the information you require regarding bookings and costs is available. Our ride will be leaving McFarlane's Café, Inglewood at 10:00 am on Saturday 23 February.

Colin Lister

rangitikei

After such a successful outing in July, and requests by a number of members, our October Tea Meeting returned to Bubbles Champagne and Wine Bar, Palmerston North. Fourteen members turned up and once again we were not disappointed enjoying great company and great food.

Nine members (Barry and Barbara Petherick, Peter and Ann Truter, Malcolm Bowling and Joy and me) on four bikes took advantage of November's approaching summer weather taking an overnight journey to complete the Palmerston North/Napier/Taupo/Palmerston North circuit. We met at the western entrance to the Manawatu Gorge ready for a 9:30am departure.

Rangitikei lunch at Ball's Clearing





Peter enjoying the shade at Ball's Clearing

We, who had the least distance to travel, were last to arrive at the departure point and as soon as we were sighted the leader for the day, Malcolm, had the other bikes fired up and off. Not even a chance to dismount and greet the others!

We travelled through the recently re-opened Manawatu Gorge and marvelled at the feat of engineering that it has taken to clear the rock and rubble that fell from above. I must admit I was relieved once we were through; some of those steep rocky banks still look a tad precarious.

From there we travelled up SH2 round the back of Dannevirke and up SH50 to the Tikokino Pub stopping for a well deserved caffeine break.

Refreshed and invigorated we were off along SH50, Swamp Rd, Omarunui Road and Vicarage Rd heading for a fuel stop at Puketapu and a chance for those that forgot to pack a picnic lunch to buy a pie or two!

Then it was up Dartmoor Road onto Apley Road, left onto Puketitiri, up through Rissington and on to Balls Clearing for lunch. We thoroughly enjoyed an hour or so lounging in the warm sunshine. Fair to say that those that purchased pies found them still to be relatively hot and in one piece after the trip up from Puketapu!

After lunch we headed back down the way we came and turned sharp left into Glengarry Road through some delightful Hawkes Bay countryside up

Napier-Taupo Road



to the Napier/Taupo Highway. Twenty seven kilometres up we turned left into McVicar Road. This, our 4.6 kilometres of adventure riding for the weekend, is a gravel road leading to our stop for the night at Mountain Valley Adventure Lodge. What a great place to stay! There's a variety of accommodation, a-la-carte dining available (although we chose the BBQ option that was on that night) and, most importantly, a well stocked bar.

We all thoroughly enjoyed the evening as we relaxed beer or wine in hand in the late day sun on the patio gazing at the wild goats and pigs grazing on the steep banks across the river. This prompted much reminiscing between our two experienced hunters in the group, Malcolm and Barry.

After a good night's sleep and a hearty cooked breakfast we headed back down our gravel road with Malcolm slightly concerned as to just how his Yamaha Fazer would handle the corrugations on the steep downhill. No problems though and we headed off up SH5 stopping for a look

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 Edllington
61 Rosedale Rd
Browns Bay
Auckland 0632

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

at a picturesque waterfall and then the obligatory caffeine stop at the Rangitaiki Café.

At Taupo we refuelled and said goodbye to Malcolm who was heading off around the western side of the lake to do some helmet-cam filming. The remaining six of us headed down SH1 to Mangaweka where Peter and Ann and Joy and I turned left onto Ruahine Road and headed towards Rangiwahia, Kimbolton and home to Palmerston North. Barry and Barbara remained on SH1 through to their home in Levin.

It was a great weekend and one that I'm sure will need to be repeated.

Robin Wood

east coast

At the October monthly gathering at the Puketapu Hotel, Life Member John Wuts presented Les and Barbara Ennor with their 10-Year Certificate and badges.

On the days leading up to our November ride, we heard from a few people who were unable to go, so it was a pleasant surprise to arrive at Fernhill on a fine mild day to find five bikes and eight people looking forward to a day out.

We headed off over the Gentle Annie (number 2 on the list of Top 10 New Zealand roads) and in 152 kilometres we saw five cars and one truck, all on the Taihape side. The skies were so clear; we had a magnificent view of Mt Ruapehu and Mt Ngauruhoe.



East Coast lunch

At Taihape we stopped at the Brown Sugar Café for refreshments and then headed down SH1 to Mangaweka where we turned off to Rangiwahia. Once again, there was very little traffic, and we enjoyed a lovely quiet ride in pretty countryside down to Kimbolton.

Presenting Les and Barbara Ennor with their 10-year continuous membership certificate and badges. From left: Les and Barbara Ennor, Leonie and John Forster, Folker Liebenow, Pam Wuts, Dave Clark, Margaret Clark, Robert Pearce, Carole Pearce, Christine Treacher with Warren Welch hiding behind, Robyn Welch and Myles Treacher; seated in front John Wuts

Gerard and Cathy joined us and we all had lunch together in the café. They were suffering a power cut, which meant food could not be heated but the gas ring provided hot tea and coffee and somehow the lack of Eftpos was resolved.

Dave and Margaret headed off and those of us remaining enjoyed a wander around the gardens admiring rhododendrons, peonies and some magnificent trees. Most of us ventured into the maze and, after a few minutes dashing around the place, we took the easy option and exited the way we had entered. The maze must be very pretty when the camellias are in bloom.

Homeward bound, we ran into rain south of Kimbolton, which stayed with us to Ashhurst and through the Gorge. However, as we entered Hawkes Bay, the skies cleared and we had dried out by the time we arrived home. At over 400 kilometres, it was a longer ride than our usual, but a wonderful day out.

Marie Nichol

wellington

The 'Area Reports' touted the November camp to be, "a 'feeler' to gauge interest in this venture." So how much interest was shown? Zilch, zip and zero! No-one turned up at the rendezvous and no-one came to Mt Holdsworth to camp, just a short visit by Peter and Anne. Oh well, back to a drawing board...



To top it off, the Sunday ride to brunch with those camping was cancelled due to rain and wind; déjà vu.

Oh well, settle in with a good DVD, "The Longest way Round" with Ewan and Charlie perhaps?

More joy at our November social night though with plenty of members turning out to enjoy a meal at the Petone working men's club. This was followed by a brief talk from Denise and Roy Carr about their adventures down south at the last Annual Rally, in particular the purchase of their R1100R, the catalyst for the story which won Denise the Gun Trophy this year.

Dave Morris

nelson

After a long wait for the weather to clear up again, only five riders were keen enough to meet up in the rain at the Three Brothers corner for our October ride. After a short discussion we decided to head off to the Elevation Café in Motueka for coffee and decide where to next. The usual hardy riders turned up; Trevor, Don, Mark, Peter and me and Sue. Graham was waiting patiently at the café. Well, he had spied the \$10 Whitebait Butties, so maybe not so patiently!

While at the café we "bumped" into Gavin and Jo Tait, Nelson Area Representatives prior to Graham. They joined us for lunch and it was great to catch up with them, commiserating with Gavin over his body giving in to a life time of hard riding.

After lunch the weather did improve, the sun came out and we were on our way following Graham, our specialist in the road rides around the Motueka and the Moutere area. Our route snaked through Motueka and the West Bank Road through to Kohatu. I would thoroughly recommend the West Bank route to all riders visiting the Nelson region. It is like no other, giving the riders the scenery, the corners, and flat road that resemble the English countryside but with native NZ trees and of course the Motueka River.

Our trip ended up for lunch the Kohatu Café, a favourite for riders. Trevor and I gave feedback on the AGM, and then it was home on our own chosen route.



Denise receives the Gun Trophy from President Peter

Many thanks to Graham for leading the ride; it was a superb day out.

November was the same as for the last few months, which was unpredictable weather and not being entirely sure that a ride would take place. However, with perseverance comes reward.

Eight riders met at the Three Brothers corner for a trip to Murchison and back via St. Arnaud. It started in a light drizzle but as we progressed the rain got a bit heavy. Getting closer to Kawatere Junction the rain eased off and the ride after was dry all the way to Murchison.

We had an early lunch at the River Café and some riders, including me, decided to head back to Nelson the same way. Others decided to keep to the original route and headed to St. Arnaud.

Sadly Mark, for reasons unknown, took a rather personal approach to sightseeing leaving the road and abseiling down a bank to become intimate with nature. On a good note he was unharmed except for slight pain in the ribs and right arm and hugely deflated ego.

With the help of a local mechanic who happened by in his 4WD, Graham managed to winch the bike up to the road and Mark was able to ride the bike home. As always Mark kept his usual sense of humour when Graham said to him, "I wish I had a

camera to take a picture. To which Mark replied, "I have a camera, use that". Tony followed Mark home to make sure all was okay.

I hope Mark gets a replacement for his bike because we will miss the humour on the runs.

Revti and Sue

canterbury

We were lucky enough to be given the use of a family bach in Moetapu Bay, Pelorous Sound by a friend of Jeff Louwman's, so we decided to make the most of it by using this as a home base for our September ride and exploring some of the sights the Marlborough Sounds has to offer.

Eleven of us set off from around the Christchurch area, rendezvousing in Amberley before heading up the Main North Road to our first planned stop – The Store at Kekerengu.

We had a quick bite to eat before continuing on to Havelock where, at the local Four Square, we bought the necessary supplies for breakfast the next morning. We arrived at closing time, but luckily for us the locals were very obliging and we were able to sort refreshments and the obligatory bacon and eggs.

The panniers on the GS Adventure come in very handy for shopping – Lex is a very light traveller when it comes to packing for a trip (which I

believe is most unusual for the fairer sex) so we had plenty of space for everyone's purchases (except for Jeff's 'Value Pack' of toilet paper – we are not sure what he had been eating that he thought he would require that amount!)

As time was getting on, we decided on a bar meal at the Havelock Hotel before continuing on to our accommodation for the next couple of days. The Garmin Zumo was worth its weight in gold, making an otherwise tricky ride at night in unfamiliar surroundings in to a straightforward route direct to the bach.

Room selection was done on a 'Richter scale' of snoring – although this didn't exactly go to plan, as there were a few bodies found in different places in the morning from where they started the night before. The best rooms were upstairs and remained with Ralph and Phil.

We awoke to a slight frost, but a promise of a beautiful day. Lunches packed or bought, we headed off for our planned trip to French Pass. Following State Highway 6 out of Havelock and through the Rai Valley we turned off at Opouri Road – Ronga Road and then Croisilles Road, which leads down to Okiwi Bay, and then Croisilles-French Pass Road.

We lunched at the French Pass picnic area and the culinary surprise of the day could be found at the dairy in the form of sushi.



Canterbury riders

The consensus of opinion was the day was still young so we headed for Port Ligar only to be frustrated by a sign reading, end of public road – private property. A couple of folks took a side trip down to Waterfall Bay while the rest of us lay around on the grass enjoying the sun; with a couple stealing forty winks (the snoring gave it away).

We made our way back to the Linkwater Tavern for dinner and a few cold beers. The prize for the best dinner would have to go to Ralph Moore. The worst would be paying \$26.00 for a single piece of fish, a handful of chips and a 1973 style salad.

Oh well we can take some solace by dining out on the great roads, impeccable scenery and the faultless weather we had over the weekend.

Early Sunday we set to work cleaning the house before heading to Picton for breakfast. The Waikawa-Port Underwood road to Blenheim was calling and this road is well worth consideration if you are in the area. It's a particularly good GS road and a good handful of camping spots along the way too. Another short stop at Kekerengu for much needed food then off home. We had a great weekend and a big thank you goes to Jeff Louwman for making the trip possible.

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The original plan for Labour Weekend was for Daniel from Jeff Gray BMW to take a contingent to Greymouth via Wanaka and Franz Josef, for the street races. A real draw card was the offer of demo bikes, which a few people took up.

Unfortunately, Daniel broke his ankle a couple of weeks out from the start date so bike riding was out of the question. Daniel and few guys from JGBMW had to settle for a trip in the car and meet up with the rest of the group in Greymouth.

Jeff Stott headed away early on the Friday, ditto for Justin on a JGBMW F800GS intending to stay over in Wanaka before moving up the West Coast. Warren and I decided to break up the journey by leaving late on the Friday afternoon and spending the night in Omarama – enjoying a soak in the ‘Hot Tubs’ which we can recommend. Good weather apart from the wind.

Geoff and Justin met for breakfast in Wanaka and were having a lazy start to the day. We rode through the Lindis Pass in near sub zero temperatures before arriving in Hawea. The sky was looking ominous so with wet weather gear on we headed to Fox Glacier for lunch, raining it was there too but despite

this the route was still memorable such is the grandeur of the place. By the way, the vegetable soup we had at the Fox Café never tasted so good.

We arrived in Franz Josef late afternoon and met up with Geoff and Peter Dobbie (aka Johnny Cash) a cow cocky from Clinton. Incidentally he has the perfect wife; she bought him his GS1200. “What a girl”, I hear you say and you’re wondering if she has a sister. Yes, but only I know where she lives. Justin had carried on to Hokitika and then on up to Nelson, forlornly looking for sunshine we were thinking.

Requiring sustenance, we headed eagerly to the local Indian (not the corner diary) after which we walked in torrential rain (what else) to a nearby hotel for a beer, didn’t stay long – average age being about 20 – after which we headed to a coffee shop then back to motel to watch All Blacks v Oz.

On Sunday we rode in heavy rain to Greymouth and stopped for lunch at the Speight’s Ale House. The cold wet hand of Mother Nature ensured only the most committed or desperate watched the bike racing. We were neither, so we continued on to Westport where we met up with Daniel and the other Jeff Gray guys

plus Jeff Louwman, riding a GSXR750 from his stable of bikes, and his mate.

We enjoyed an evening meal together at a nearby hotel where whitebait was the order of the day. I should add a fair bit of Jack Daniels was consumed prior to the dinner thanks to the guys from Jeff Gray BMW.

The next day was Monday and it was starting to feel like Groundhog Day. Rain, rain and more rain – you get the idea. The highlight was Peter Bath arriving on the JGBMW R1000RR resplendent in its new livery of gecko racing stickers and a Kea modified pillion seat courtesy of a rest stop at Arthurs Pass a few days earlier. We rode as a group through the Buller Gorge and on to Reefton in search of a good pie. Bikes and folks tanked up we continued on to the Hurunui Café for some respite, again all in the rain.

Over four days of travel we spent three days riding in the rain but it was an enjoyable weekend, memorable only because the sun came out when we came to the outskirts of Rangiora, our home town. “Typical”, I can hear you say.

Cheers to everyone that came along.

Thinking is always a good idea but a better idea is to give it a go and see what transpires. With the South Island RAG Rally coming up and in the knowledge a few hardy individuals could be looking for a challenge, Grant Hyde, Julie Hyde, Ralph Moore and Lex and I left Rangiora early one October morning arriving in Hanmer in search of the Edwards and Malings Passes, which are located on the southern side of Rainbow Road.

After coffee and cake, being the fuel of choice for serious adventure riders, we headed up Jollies Pass which incidentally is no longer being maintained. Ralph said “follow me”, so we took a small detour along a



4wd track - not comfortable for an R1200 two up - and meant that Lex got off and walked while Ralph and Grant on their F800's were okay. All the while Julie took the best option, namely the real road, and met us at the next intersection - sometime later I should add.

We continued on to the Edwards Pass turnoff through a locked gate for which we had the combination from DOC. This route started as a well formed track for a while after which it gradually became more rutted and only suitable for smaller bikes, in my humble opinion. Lex got off again and walked back to the gate a few kilometres back. Good girl that one!

The boys, I mean men, continued on while Julie went back to the locked gate with Lex and chilled out. The route was manageable one up and armed with decent tyres (Mitas E07) what could have been problematic became more manageable. The route had around six river crossings, sections of deeply rutted clay track, a couple of marshy bogs and the usual sprinkling of greywacke debris, all of which is more interesting on a GSA rather than a more suitable bike such as the F800.

After a short stop at the hut at the end of the track we headed back out making light work of everything before us, except for a few moments spent navigating water crossings. Motoring up the last uphill section Ralph spun out and laid his bike down, thankfully not over the substantial drop off on the outside of the corner. Bike righted, Ralph continued on back to the girls unaware what was happening behind him.

After ten minutes or so folks began wondering where Grant and I were. The answer to that question was solved with Warren coasting over the brow of the hill and rolling to a stop 100 meters away from the resting party. The bike was talking to me, saying "tick-tick-tick", say it fast and loud and you'll get the idea, so much so it was audible above the engine noise and rubber on metal surface. Suffice to say the bike died and smoke was pouring out of the starter motor housing. Grant and I managed to manhandle the GSA along the track once it had died, good exercise that.

Back on flat ground and by the locked gate Ralph helped remove the starter motor, not an easy task but one that was ultimately successful. Bump starting the bike was not a goer so Grant towed me to the top of Jacks Pass while Lex hitched a ride with Ralph. At the top of the pass we undid the rope and coasted downhill with sufficient speed to start the bike and made it home.

Although we didn't get to test out both of the tracks, at least we had an interesting albeit ultimately expensive day out (quite the BMW story).

Warren and Lex

otago/southland

Our October Ride-in was set in Central Otago, Northern Southland and a brief foray into Eastern Southland. The Alexandra contingent of five bikes left Two Wheels Unlimited at 9:15 am in beautiful weather and travelled to Lawrence for morning tea where we were met by Andy from Dunedin and Bruce and Robert from Oamaru.

Robert was riding this month's "nostalgia bike" a Triumph Twentyone [3TA] with a Speedtwin motor. Very nice!

After the usual yarn, we headed off to Raes Junction and then followed some great but sealed back roads,

reaching our lunch stop at Waikaia around 1:00 pm. There we met up with the Invercargill contingent and we all enjoyed a good meal at the Waikaia Hotel.

From there we headed off to Gore where we had afternoon tea, lots of eating and talking on this trip, and then the party broke up and we headed for home. The Alexandra group, and Andy, travelled on some more great roads, going via Moa Flat to Ettrick where we said farewell to Andy who went home to Dunedin.

All in all, it was a great ride with 21 attendees. Waikaia is a beautiful little town with a gold mining history and this run has always been one of the most popular rides that we do. The roads and the scenery are fabulous. I highly recommend it to anyone travelling in our region, however, be aware that although the town has a store and a great pub it doesn't have fuel. It is, however, only 50 kilometres or so from either Gore or Lumsden.

Our next ride-in will be to Kaka Point for lunch at The Point Café on the waterfront. This is our annual Christmas ride and it is always a very popular one.

Finally, I would like to wish everyone a very Merry Christmas and I hope to meet up with many of you at the Annual Rally!

Barry Richardson

Otago/Southland lunch at the Waikaia Hotel



My S1000RR

words/photos: Geoff Kelly

Growing up on 27,000 acres of station country in Australia, I lived for bikes. I raced in my twenties but when kids came along I let the bikes go. With the exception of a short and silly relationship with a Harley Fatboy I was off them completely for over twenty five years.

Then I saw a yellow and silver BMW R 1100 S in Picton. It stirred something inside and, in December 2010, I wobbled off from Mount Motorcycles on a low kilometre, yellow R 1200 S with a loaded tank bag and gear sack heading home to Hanmer Springs. It was the first time in over two decades I'd ridden a sports bike.

Having acquired my first Beemer I joined the BMWOR and a couple of months later read a member's contribution on his experience with a new S 1000 RR. I could really relate to his attitude.

Fast forward several months to a Jeff Gray Christchurch dealer ride and an invite to try their 2010 S 1000 RR. I enjoyed it but wasn't tempted to part with my R 1200 S - a boxer classic in the making. Then in March this year I took the 1200 GS I'd acquired along the way for service and their new sales manager, Daniel McLachlan,



S1000RR in 2012 racing colours, at Akaroa

asked if I'd do him the favour of running up some kilometres on their new 2012 S 1000 RR demonstrator. What could I say? The man needed help! Christchurch to Akaroa on a fine autumn day isn't a bad place to test this bike and I more than doubled its kilometres.

It felt different to the 2010 model and niggled away at me over the following fortnight. I waited for the temptation to fade but it didn't. Then I rode my 1200 S down to Methven for the street races - first time on it since riding the S 1000 RR. While this is a

great bike and I thought I'd own it for a long time, I realised I'd been spoilt by the new one.

Next day I rang Dan Ornsby, the current NZ 600 TT champion and rider trainer who's given me some race coaching on my Pro-twin SV650 (which I'll be campaigning from the back of the grid in the 2013 Nationals - look for number 56) and asked him whether he thought I'd be able to handle the S 1000 RR. He was encouraging, and I booked another test ride.

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That's a deal then!

This time the run-in limiter was off and it was decidedly looser. I wound it out in 3rd and 4th. Wow, these things light up! Two finger crash braking - the ABS is there but it's not intrusive. Sweepers, tight corners, progressive power through the corners, better than anything I'd ever experienced. The bike just flows. In fact it felt like the boys in Germany had measured me up and built it just for me. I rode back, walked through the door and said, 'Daniel, get out the papers'.

Then the following night on the US S 1000 RR Forum I saw the first premonition of a major recall, which was confirmed a few days later. Figuring it would be too cold to ride through winter anyway, I cancelled delivery of the stock bike and ordered a new one, with my name on it before the first bolt went in.

I got the call at the end of July. In the meantime I'd followed the owners' forums, learnt what I could about the bike and watched it pick up virtually every 'best bike' award in the world.

It was cold and wet when I took delivery and I was in no hurry to tear out on a bike with this much power and slippery new tyres. Daniel thoroughly read through the BMW procedures list and we had plenty of time to tweak lever positions, but they'd received no training on the suspension and had to leave as it came out of the box.

This is my only criticism, but it's a serious one. It's a complex but critical system and in my opinion BMW need to give their dealers support with this. To give them credit the dealer proposed some setup time with John Ross, but he moved off the BMW superbike soon after and nothing eventuated.

Meanwhile, by mid-day the roads were drying. Conscious of those new tyres, and glad to have Rain mode, I did a ginger circuit of the block and headed home via the scenic route.

Two hundred kilometres on SH2 and back roads, wet and dry, using Rain and Sport modes.

Sunday dawned bright, and gave me a chance to put on another 200 kilometres. The Lewis Pass was greasy and Rain mode was great but on the return leg I was happy to run it up to the 8000 rpm limit when there was room.

I was keen to clock up the first thousand kilometres to get the run-in limiter removed and had planned a run through the Lewis and Arthurs passes with Dan Ornsby but had to defer because of rain and snow warnings. This gave me time to fit a raised race screen. The original looks great but doesn't give a hefty 6 footer like me much protection.

Six days after taking delivery we headed out on a loop through the passes. What a way to get to know the bike. 550 kilometres on some of the best bike roads in the world, right on our doorstep. Another bonus - five cops, no tickets.

So here are my first impressions. First up, the 'fit' of the bike is fantastic for me. Handling is sublime; brakes are amazing; throttle response instant and precise. Dan rode a hundred kilometres though a mix of tight sections and sweepers and raved about it.

Switch controls are a big improvement and fall right to hand. The last hour was dark and the lights impressed - much better than the US Owners Forum had suggested. The little lever for high beam/flash with the knuckle of the left finger is especially good.

It's quite comfortable for a supersports bike but it's not a tourer. Those last 50 kilometres felt pretty cramped. And the mirrors? Well, they must have been fitted for compliance because the only thing you can see is elbows.

It attracted attention everywhere. Road workers gave the thumbs up and when we parked at a Reefton café everyone at the front table walked out for a look.

Right now it just seems impossible that a production bike could improve on it, but already they've announced the HP4.

It would be a crime to limit it to what you can do on the road and I bought it with the intention of putting it on the track - the flashest club racer in town.

While it was a shame to strip off those beautifully finished fairings and the clever lights, I'm now fitting up race fairings and the all gear I've accumulated since April. The aim is to get it on the track in November.

There's been a lot of interest in the bike. BMW Aus/NZ has offered race support. Jeff Gray Motorrad are keen, and Nationwide Accessories and Budget Motorcycle Accessories in Christchurch have offered generous support with Pirelli tyres, Ipone oil and other consumables. In fact as an old bugger who's really just entered the road racing scene I've been both amazed and encouraged by how much interest and support I've received.

Being older than my race number I'll definitely be cautious, but right now I can't wait to get it out there.

Parked at the Hurunui River on the first ride home



tour de whitemans

words: Garry Williams

photos: Doug Stuart

It's not often you'll find me wearing a fluoro vest but it was on again on Sunday 4 November for the Tour de Whitemans cycle event in Upper Hutt. The Silverstream Lions Club puts on this fundraising ride from which the proceeds (about \$10,000 this year) go to Te Omanga Hospice and Lions Club of Silverstream Charitable Trust. For many riders it's also perfect preparation for the Taupo Challenge.

President Peter and wife Ann (below left), Secretary Dave (right) and I (below right) joined local BMWOR and Silverstream Lions Club member Doug Stuart as the motorcycling marshall component in a crew of 40 marshalls, two ambulances and other recovery vehicles on the circuit.

Static marshalls were sited on the course as a visual cue for all road users and to assist in the overall, smooth running of the event. Our job was to circulate the course making sure riders could safely cross several one way bridges, keep an eye out for any other hazards and be available to quickly relay messages in and out of cell phone black spots should an accident occur.

The Tour de Whitemans course is a 33km circuit through Silverstream, up Blue Mountains, along Whitemans and Mangaroa Valleys down Mangaroa Hill and return through Upper Hutt streets. Riders get a choice of 1, 2 or 3 laps (33km, 66km or 100km) that really tests them in a Taupo-like profile course. There is a dangerous descent - Mangaroa Hill. It starts with some nice corners and riders can get some good speed up. BUT...as you go down it steepens, the last corners really tighten up and



it is very corrugated and bumpy, hence hay bales strategically placed around the pylons of the rail bridge. Cyclists were warned to be ready to brake and keep left.

All road rules apply on this ride and all riders (around 250) started together, following a lead vehicle at a controlled speed for a short warm-up circuit, then crossed the transponder pad, heading for the start of Blue Mountains hill where they set their own pace, and some of them are pretty darn quick!

Despite being a popular event, which has run for the past seven years with no problems, somebody with a grudge against cyclists scattered tacks in their path this year and some very offensive graffiti was sprayed on signs and roadside barriers on Blue Mountains Road. Marshalls spotted the tacks and graffiti when they checked the circuit before the event started. They picked up a lot of tacks but it appeared more had been spread on the road after the cyclists

went up the hill on the first of three 33km circuits. About 40 riders suffered punctures and one unfortunate soul managed to pick up five!

Nevertheless it was a great morning out, the HP2 being the perfect bike for the job (big knobby tyres don't pick up tacks). I came across a couple of incidents where riders required the ambulance crew (one on the Mangaroa Hill - clearly the rider not heeding the warning), fixed a number of punctures for those who needed a hand and stayed pretty much out of trouble for the six laps I circulated.

The Lions put on a great lunch although we had to leave just before the prize giving. Apparently we were given a special mention by the MC and the Lions Executive team, our contribution and presence being greatly appreciated with heart felt applause from the riders.

Despite the interference of a couple of local idiots the day was a great success and a fantastic networking opportunity for both Lions and BMWOR.



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**Wishing you a very Merry Christmas and
a happy, safe and prosperous New Year.**

BMWOR Executive team



a presidential ride around the block

words/photos: Bill Croasdale

What with the wet and windy weather of late and then the good days taken up working around the property, I hadn't been out on the bike much this spring.

Tuesday dawned bright and sunny with no wind so it looked like another days grafting in the garden when the telephone rang and it was El Presidente asking if Brian Z and I felt like a ride around the block. So with great reluctance I put all the jobs on hold [Yeah right! -Ed], rang up Brian and off we went.

The ride over the Rimutaka Hill looked as though it was going to be perfect, no traffic at all on the way up but then half way down the other side we caught up with the inevitable cars that seem to think that corners have to be taken at 20 kph. With the now continuous yellow centre lines it did slow things up slightly.

Passing through Greytown I remembered the superb sausage rolls we had all had on the way down to the Annual Rally at Cromwell, they were so good that Peter jokingly asked me to get him one on the way back. With that in mind I stopped at the corner café and bought four, handing them around when we got to Masterton telling him that they had been in the top box long enough.

Now this is never going to be the most exciting ride you will ever do but the weather was superb and it certainly beats working. We cut off on the back roads as soon as we could, missing out Pahiatua and Woodville, and then through the Manawatu Gorge so we could check on the slip that had closed the road for so long. Being on bike we managed to stop to take some photographs but I think you would need to be on the other side of the river to get the full magnitude of the damage.

Onward to Shanon for a lazy lunch in the 23 degree sunshine, join the traffic as usual down highway 1 and then a spirited ride over the Paekakariki Hill to be home in time to fold the newsletters and enjoy a fish and chip supper.



Top: Lunch at Shannon

Right: Manawatu Gorge slip

Below: Lookout on Paekakariki Hill



motorcycle marshalls wanted



Well, we must have done a grand job earlier this year as Jorge Sandoval, events organiser, has asked us to repeat the performance again this coming January/February.

From Wednesday 23 to Sunday 27 January, the New Zealand Mens Cycle Classic will be raced in the Manawatu and from Wednesday 20 to Sunday 24 February, the NZCT Womens' Tour of New Zealand will be raced.

In 2012 we had riders from as far away as Dunedin, Nelson, Wellington and Auckland taking part. Ask anyone who took part if they enjoyed the experience. I'm sure you will get a positive response.

For an idea of the size and quality of these events visit www.cycleournz.com

What does this mean:

There will be approximately 100 riders (local and international) taking part and of course there will be many officials and assistance crews.

The BMWOR is being asked to act as race marshalls, ensuring that road closures and traffic hazards are controlled.

No, this does not mean sitting on your chuff at a corner!

Instead we will be controlling a rolling road closure in conjunction with Police and race officials.

So, not only do you get a close up view of the racing but also get to do some 'creative and exciting' riding.

What do we need:

Ideally 8 riders are required each day (apart from the Wednesday TT's when only 2 or 3 will be needed).

They do not need to be the same riders each day, so, if you can only spare a day or two then we still need you.

FAQs

Insurance: Whilst you are part of the race convoy you will be covered by the race organisers 'Public Liability' insurance cover.

Petrol reimbursement: The race organisers will make a donation to the BMWOR which in turn will be distributed equitably among those taking part.

Pillions: Marshalls are not to be carrying a pillion. Some of the route is over narrow winding roads. You will be negotiating through the race peleton and support vehicles. There is a need to be nimble and agile on the bike.

Accommodation: Anyone in need of accommodation just let Robin (rangitikei@bmwor.org.nz) know.

How to get involved:

Register your interest now by email to Robin at rangitikei@bmwor.org.nz asap.

This is a great opportunity to promote the BMWOR and be part of a fully televised International Cycle event.

So please, put these dates into your calendar now and email Robin asap that you will be available.



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16 nights, 15 riding days.

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Arrive 19th July 2013 - Depart 29th July 2013
Includes: Switzerland - Beatenburg/Interkaken, Andermatt, Brig
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10 nights, 9 days riding.

***Bekers MCT 110 - 30**

Harley Anniversary Tour 2013

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17 nights and 15 days riding on Harley Davidson Motorcycles.

Email: graham@bekersmct.com



All Tours except *Bekers MCT 110 - 30 ride late model BMW Motorcycles

gearshop update

In stock now is a ladies V-Neck T-shirt. Comments about these from those who have bought them are very positive. The price is \$35. Also in stock is a new design polo shirt. The price for these is unchanged at \$45.

There has been a problem with some zips failing on the current Fluoro vests. We have now sourced another brand that should prove sturdier. In addition they are double zipped and have more pockets. The price of these is \$30. Old stock is now reduced in price to \$20.

The shop currently has good stocks of most items, stickers, badges, scarves etc. so place your order now.

New design polo shirt (left) \$45 and ladies V-Neck T-Shirt (right) \$35



letters

Dear Ed

Now the club will no longer have monthly meetings attended by a group of members and will be managed by the Executive alone, I wonder if they would consider speeding up communication with the national membership by using our website as a means of communicating their discussions and plans for the future more immediately? A comment was made at the AGM that some members had made "uninformed" comment regarding a particular issue. It is important that the Executive ensure we are informed regularly and in clear, unambiguous terms.

I'm sure it would illicit much more comment from a wider group of members than we ever see by way of comment in the newsletter. The President and his team are committed to making the club more accessible to the wider membership and I see this as an easy and effective way of doing so.

Possibly an "Executive Business" link could be included on the site where we could be kept informed and offer opinion occasionally.

Malcolm Gibbons

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.

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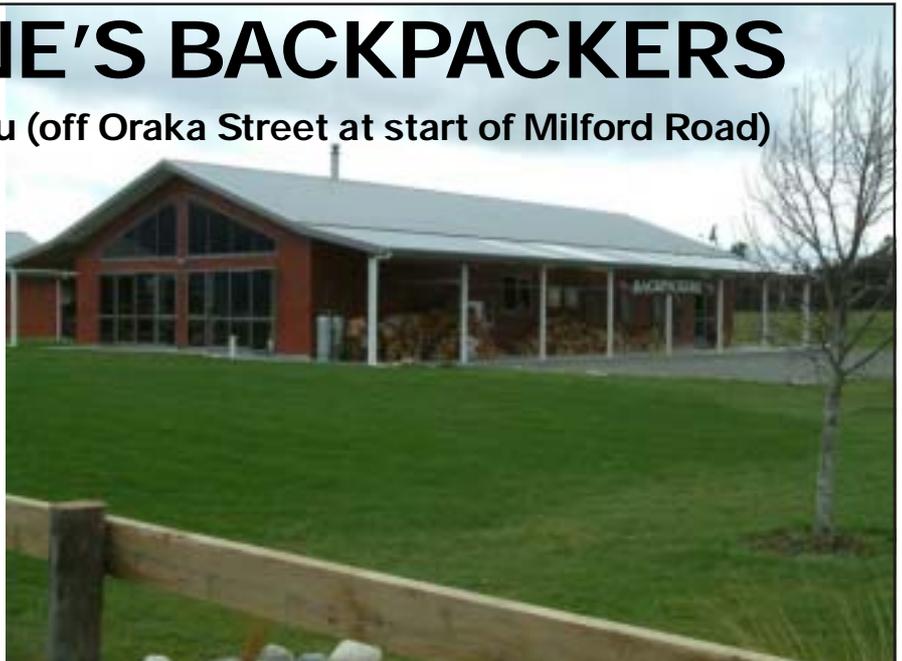
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bikes for sale



R1200R - (2007). As new condition, 23,000 kms with one owner from new. Black, ABS, on-board computer. \$16,000. Contact Alan on 09 489 7234 or 021 2600265 (3)

K1200R - (2005). 20,000 kms. First registered in 2006, ABS, ESA, heated grips, and a pair of BMW sport panniers (key matched to ignition), luggage grid and alarm. Deltran charger included. Offers around \$13,000 - \$14,000. Based in Ngaio, Wellington, for viewing or visit <http://www.trademe.co.nz/Browse/Listing.aspx?id=512695079&ed=true> for photos. Contact John Tucker on (04) 938 5566, 027 561 4044 or email john@tuckerfamily.co.nz (3)



K1100RS - (1993). Non ABS model. New NZ Registered in New Plymouth on 25 March 1994. 76,000 kms.

Complete with colour coded side bags and top box, original tool kit, new battery fitted in 2010. 6 owners, current since 14 February 2009 purchased in a "non structural" damaged condition with gravel rash and fairing damage which as been fully repaired. Current WOF and will include 3 months registration when sold. \$6,250. Contact Paul Edlington on (09) 478 3903 or 027 291 703 (1)

for sale



2003 BMW R1150GS 6 speed gearbox - 18,000 kms from new. Ready to bolt in and run. \$1,000. Contact Stuart on (03) 312 6113 or 027 371 0765 or stuart@garners.co.nz (2)



2000 BMW R1150GS 6 speed gearbox - 127,000 kms from new. Rebuilt with new bearing/spring kit fitted and reshimmed. Gears all in mint condition. Ready to bolt in and run. \$750. Contact Stuart on (03) 312 6113 or 027 371 0765 or stuart@garners.co.nz (2)



1990 Suzuki GSX750 alloy wheel set - Original factory rims mint condition (brand new). Front 3.5 x 17" (suit 120 Tyre), Rear 4.5 x 17" (suit 160 Tyre). Complete with cush drive and rubbers, bearings never fitted. Without bearings, axles, discs or sprocket. Ideal for someone building a Bear's racer or special. Contact Stuart on (03) 312 6113 or 027 371 0765 or stuart@garners.co.nz (2)



BMW 1200GS A passenger foot rest lowering kit - Retail 149.00EURO. Will sell for NZ\$150. Contact Allan or Andrea on (03) 365 3544 or 027 487 6570 or email info@citymotorcyclereals.com (1)

Heidenau Adventure Motorcycle Tyres - 140/80-17 Rear K60 Scout \$230; 150/70-17 Rear K60 Scout \$245; 110/80-19 Front K60 Scout \$190; 150/70-17 Rear K76 \$200; 110/80-19 Front K76 \$160. BMWOR members receive a 10% discount (free fitting in Christchurch only). Contact Allan or Andrea on (03) 365 3544 or 027 487 6570 or email info@citymotorcyclereals.com (1)



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Luggage - Krauser or similar, including mounting frames for 70s or 80s BMW. Wanted for my 1964 R60, which is now going. If you have any lying around, give me a call. I will alter the mounting frames to suit the bike. Contact Folker Liebenow on (06) 874 8506 (2)

Free BMWMOA magazines - Would you like lots of good reading material about BMWs? BMW Motorcyclists of America [BMWMOA] magazines from 1989 to 1994 to give away. All in very good order. If you would like a some or all of them, and you don't mind paying postage, contact Barry on (03) 448 8681 or email sn.btrichardson@xtra.co.nz (3)

FREE vouchers - Mike Legg of Bikers of New Zealand and Australia has been working at getting discounts and freebies for bikers, all over the place. There are downloadable FREE vouchers for free drinks, food and discounted accommodation on the Home Page of his website www.bonzatouring.com

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