

# newsletter

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BMW Motorcycle Club  
BMW Owners Register  
of New Zealand



may 2013



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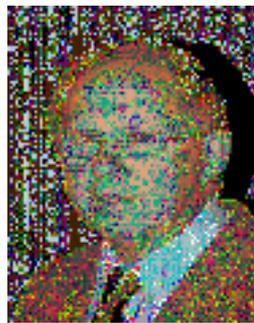
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**please note**

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



While recently in the South Island I caught up with Daniel at BMW Christchurch. I can tell you he has a great selection of bikes on display and is always willing to help find the right bike for you. If you are passing it would be well worth your while calling in for a chat with Daniel.

On my way north I was able to stop off at City Motorcycles, our service provider in Nelson. Most of us cut our teeth on the old Pommie bangers, Harleys and Indians. At City Motorcycles you will find these machines under restoration and some fully restored to as new or better condition. Again I would recommend that you stop off for a look around at their selection of motorcycles.

Also while in Nelson I managed to catch up with Revti, one of the 2014 Rally coordinators. As I write this, Revti and Sue have not set the date for the Rally. However they have decided on the Tahuna Beach Holiday Park as the venue. This venue covers some 54 acres and offers many different types of accommodation. This venue comes under considerable pressure during January and I would urge you to book your accommodation at the first opportunity, once Revti and Sue have set the date for the Rally.

Next, everyone who was lucky enough to have attended the North Island RAG Rally had a great time. I just have to mention our Chef Clifford's efforts to get to the Rally along with chooks, pork, beef, rotisserie, gas cylinder and wire cage for the meats. Now what's so unusual about this is the fact that Clifford arrived not in his car but on his motorcycle with all the above loaded on the bike. What would have happened if Clifford had done the unthinkable and had an off on his way to the Rally? He would have had the first responders scratching their heads trying to work out if Clifford's pillion was a chook, pig or cattle beast. Thank goodness he arrived intact, along with our dinner. Special thanks must go to Clifford and the team that produced a great meal for all to enjoy.

Our Wellington meeting and social get together turned out to be something different with the near launch of the new BMW R1200GSLC. Unfortunately, on the night, the bike had not arrived in time. However, around 120 people were entertained by Simon and Lisa Thomas who are now 10 years of continuous riding of their BMW motorcycles around the world. Their website [2ridetheworld.com](http://2ridetheworld.com) is well worth a visit to see where these two have travelled to date. The evening was hosted by the Wellington Area along with Motomart, Lower Hutt. The evening started with 50-60 people enjoying a dinner and get together prior to the presentation being given by Simon and Lisa. Special thanks to the team at the Petone Working Men's Club for their efforts in going the extra mile to make our evening such a success.

As always – wheels down, and feet up! Stay Safe.

Peter.

Right: President Peter; Lisa and Simon Thomas; Todd Crighton (Motomart)

Below: Rob (Motomart) completing the pre-delivery work on President Peter's new Wasser Boxer.



**Cover:** Folker Liebenow and friends lined up at Stirling Point at the conclusion of this year's Southern Cross Road Rally, all 5,800 kilometres of it! Folker reckons this will be his last one though, it was too much hard work, and he was the oldest rider on the oldest bike. Folker and good friend Al Keane have shared many 1000-milers and SCRRs since 2006. From left to right; long-time riding companion from Upper Hutt, Al Keane with his 1976 R75/6; some Irish Kiwi who rides an early 1980s R100GS, Folker with his 1964 R60/2 and Neal Barnard with his superb 1972 R75/5.

# BMW Owners Register Risk Management Plan

## Introduction:

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

## Riding Code:

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

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

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

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

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

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

## events calendar

### bmwor national events

**Annual Rally 2014:** Friday 17 - Monday 20 January at the Tahuna Beach Holiday Park, Nelson. Early accommodation bookings essential, see page 5. Rally registration form and further details in upcoming issues.

### 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 Eilerslie. For bookings and information contact: Craig (09) 444 6261

**Brass Monkey** - The Otago Motorcycle Club is hosting the 33rd Brass Monkey Really on Queens Birthday weekend (Saturday 1 June 2013) at Idaburn Dam, Oturehua, Central Otago. Enter on-line at [www.brassmonkeyrally.org.nz](http://www.brassmonkeyrally.org.nz)

**CRC Speedshow** - running for the seventh time over the weekend of 20 and 21 July at the ASB Showgrounds, Auckland. See [www.speedshow.co.nz](http://www.speedshow.co.nz)

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

### auckland

**Monday 13 May** - Meeting at the Vintage Car Club, Fairfax Ave, Penrose from 7:30 pm. Rob Hargreaves is putting together a helmet-cam video of the Auckland group riding in South America. He hopes to show this to a packed audience. All Welcome.

**Sunday 19 May** - Ride to Lake Karapiro. Gravel option. Lunch at the Boatshed Café. Depart BP Southern Motorway at 9:00 am. Spouses and partners most welcome.

### bay of plenty

**Thursday 16 May** - Social night at Talk of India, 356 Cameron Road, Tauranga from 6:30 pm. Good food and great company, see you there!

**Sunday 19 or 26 May (TBC)** - Ride to one of Mighty River's 140MW geothermal generation stations near Taupo. A ride with a difference and will be limited in numbers. Once date confirmed, meeting place and times will be emailed out. Let the Area Rep know your likely attendance.

### taranaki

**Sunday 26 May** - Ride around the mountain. Leaving Windsor Café (formerly McFarlane's Café), Inglewood at 10:00 am.

### east coast

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

**Friday 3 - Sunday 5 May** - Ride to Omokoroa staying at Omokoroa Thermal Holiday Park. Go to [www.omokoroa.co.nz](http://www.omokoroa.co.nz) for contact details and book your own accommodation. Group dinner on Saturday night. Further information from John on (06) 844 4751

**Sunday 9 June** - Ride to Waihi Falls. Meet at Caltex Omahu Road at 10:00 am, ride to the falls then on to Dannevirke for lunch. Cars welcome. Further information from John on (06) 844 4751

### wellington

**Sunday 19 May** - A leisurely ride to the Upokongaruru Ravine on the black carpet, some with white lines and some without. For those who need to kick up some dust, there is a gravel option beyond the Upokongaruru Ravine. Something for everybody. Some longish straights, some twists and turns, some ups and downs; all over good roads. Meet at Caltex Rimutaka at 9:00 am for a ride over the mountain or at the new, yellow wind reeds on the main road in Featherston, where we will team up with any Wairarapians. Bring a drink and a little snack to chew on at the Ravine. We will then ride to the Horseshoe in Masterton for a light lunch, two for the price of one. Lead rider Peter Tibbs.

### nelson

**Sunday 12 May** - Ride to Marahau via Kohatu. Meet at Three Brother's Corner, Richmond at 10:00 am.

### canterbury

**Saturday 11/Sunday 12 May** - Curling at Naseby. Road and GS ride/over nighter departing Rolleston BP 8:30 am. Lunch at the best Fish 'n' Chip shop in NZ (Lockies in Hamden) then to Naseby via the Pig Route. Curling from 4:30 - 6:00 pm. Book your own sheet (ice) at [www.curling.co.nz](http://www.curling.co.nz) and make your own accommodation arrangements.

**Saturday 26 May** - Brunch road ride to the Bakery or Eat Café, Fairlie - Depart BP Rolleston 9:30 am.

**Sunday 30 June** - Brunch at The Lakehouse, Lake Hood, Ashburton. Meet at the café from 10:30 am.

BMW Motorcycle Club  
BMW Owners Register  
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# Annual Rally 2014

Yes, the Rally is ON! For 2014 it is later in January – 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>.

The Tahuna Beach Holiday Park is our Rally venue with a comprehensive range of accommodation from camping sites and cabins to studios and motel units. The on-site function centre will be the Rally base.

As this time of year is during the Park's peak income stream, it is essential members book early. This is not a "Let's just wait and see" option! The camp is taking a big gamble on us.

Please check their web site [www.tahunabeachholidaypark.co.nz](http://www.tahunabeachholidaypark.co.nz) and book directly via email or phone. Make sure you state you are a BMWOR member.

More information and registration forms will be published in upcoming newsletters.

If you have general enquiries about the Rally, please email [revsuev@gmail.com](mailto:revsuev@gmail.com) or call Revti or Sue on (03) 547 9897

We're looking forward to sharing our piece of Paradise with you all.

## welcome

A warm welcome to our new members this month.

Allan Cole - Kaukapakapa

Cliff Collett - Napier

Douglas Fairbairn - Tauranga

Brian Appleton - Burwood, Christchurch

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.

## archivist wanted



Hi. For those of you who don't know me, I'm Paul Edlington and for the last 10 or 12 years I've looked after and updated the club's photo albums.

It has been an enjoyable and rewarding job but it's now time for me to pass the mantle on to another member who could put their own stamp on what I consider is a vital and important part of the BMW Owners Register history.

Over the years I have renewed and reorganised the albums, especially during the time of the club's 30<sup>th</sup> anniversary celebrations in 2005. They are now in a good, manageable state and just need up-dating as photos arrive from members recording various events from around the country. It's the kind of job that can be done as and when you have the time and inclination. You can suit yourself as it puts you under no pressure regarding deadlines, etc.

There are six albums starting from day 1 in 1975 through to 2011, plus two new empty albums which all fit into a purpose made lockable aluminum box

I'm sure someone out there will be keen to have a go, it's a great way to put something back into the club.

Contact me for a chat or to answer any questions on (09) 478 3903 or e-mail [pauledlington@xtra.co.nz](mailto:pauledlington@xtra.co.nz)



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**Innotesco** will be present and the upcoming **CRC Speedshow** in Auckland, 19-21 July. Customers who wishing to touch and feel the quality of this world known brand, but have never had the chance, can do it in July. Innotesco is also going to present on stage and explain to the audience the features of top quality riding gear.

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# area reports



Rob and Lynda

## auckland

Rob and Lynda Hargreaves, Gordon and Jill Evans and Kevin and Karon Sargent are currently riding in Bolivia. Rob is taking helmet-cam video of group and hopes to show this to a packed audience at the next meeting.

Terry Ellis-Smith

## bay of plenty

Both our April social night and club ride are towards the end of the month so, instead of the usual monthly report, I thought I'd write of the week of riding Catherine and I and good friend, Steve Hards, had in the Snowy Mountains of Australia in March.

We hired two bikes from Garner's Motorcycle Rentals in Melbourne. Even though they have plenty of BMWs, we opted for a change; Steve a Yamaha TDM900 and I a Yamaha XT1200Z Tenere for 'two up' touring. Both bikes performed flawlessly and I must admit to being a little tempted to a new Tenere. The engine was grunty, with lots of low down torque, and the handling and brakes were good, so a good choice on my part. Steve was also more than happy with his choice. Both bikes had brand new tyres fitted the day before pick-up, which makes all the difference to good handling, I'm sure you will agree.

Timing is crucial when touring around the Snowy Mountains as most riding will be done at a reasonable altitude. Any later than mid-April and you may have to contend with snow and ice! Mid-summer could also be unbearably hot, so avoid

Early morning just out of Corryon.



BMWOR Boliva

December to February, which leaves you with all of March and probably half of April. I have had three very successful trips in this area now, all in March so that's my recommendation. During this latest trip we only had one wet day out of ten.

From Melbourne, you basically head east to Yarra Junction, then north east and within 120 minutes you will be in the Snowy Mountains. One of the first things you notice is the complete lack of vehicles and most roads are generally in a very good, clean state. With careful selection you can have miles and miles of good twisty roads that would be unequalled anywhere in NZ. You even get to dodge the odd kangaroo or two just to keep you on your toes!

The scenery this year was as green as New Zealand's usually is, due to an unusual amount of recent rainfall. We were suitably impressed but I do know this is not the norm - on our two previous trips dry and dusty was the name of the game!

Allow at least a week to explore Victoria and lower NSW from Yarra Junction in the West, to Tumut in the North, Cooma in the East, Lakes Entrance in the South and most roads in between. You will have an absolute ball. Pick up a map of Australia and have a good look to see just how easy it is to plan a good route. All the roads we covered this year were good quality and sealed but should you wish for dirt, there is no shortage of that either.

To give you an idea of cost, the plane fare was around NZ\$600 per person return, bike rental around NZ\$1,500 for seven days, motel rooms between NZ\$80 - 120 per night and fuel around NZ\$2.00 per litre. The only other costs are food and entertainment, should you have the energy for it after all those superb roads!

All this enjoyment is only four hours flying time away, so what's stopping you? I am happy to answer any questions if you want to know more about riding around the Snowy Mountains.

Peter Lyner.

Australia or New Zealand, BMW or XT, doesn't matter - still lost!



## taranaki

Sorry for missing the cut off date for last month's newsletter. I sent a text to as many members as I have cell phone numbers for then trundled off down to McFarlane's on the due day, at the due time, with a wee bit of trepidation.

Fortunately, Colin and Bob had decided they needed to go for a ride and had turned up. Bob even managed to con the staff at the café to make him a coffee before opening time. The sun was shining and Kawhia called to us.

The ride from Taranaki to Kawhia is a motorcycle rider's dream. The road contains a nice mixture of sweeping and tight corners. Combine this with the awesome scenery; it's truly a ride to enjoy.

Following fish and chips at the world famous (in New Zealand) Kawhia Fish and Chip shop, we decided to return to Taranaki via the coastal route. This road follows the bays of the Kawhia Harbour for some way then crosses over to join Te Anga Road before heading into Marakopa. From Marakopa there is a short stretch (about 12 kms) of flat, wide gravel road to negotiate. Then more tight twisties back to Awakino. All road riders should try this route. It's a lot of fun and the gravel section is all flat with wide sweeping turns, not challenging to ride on a road bike at all.

I have noticed a mountain in the middle of our province. Time we went for a ride around it I think. Apparently there is a lighthouse around somewhere as well. We might go have a look at it then stop at Dawson Falls for a late snack .....

See you all there.

Colin Lister

East Coast - among the vines



Napier from Tony and Maria's place

## east coast

### Monthly Meeting

Instead of the usual trip to the Puketapu Hotel, we were all invited to the residence of Maria and Tony Jericevich, high in the Eskdale hills. We had arranged to make it a BYO pot luck dinner and, as usual, the sum was greater than the individual parts. It was a feast, not only because of the wonderful location but the cooking skills produced by every contributor. An added bonus was meeting a Register couple from Auckland, Mark and Diane Hall, who were visiting Tony and Maria.

After an inspection of the Jericevich's Tequila Sunrise Bed and Breakfast, we had a look at pictures and video of their recent mishap. They slid on oil spewed from a truck's broken gearbox on their way up to Auckland. Thankfully they didn't get too hurt, showing the value of wearing the right gear at all times!

Many thanks to Tony and Maria for hosting a perfect evening.

John Wuts

### Hot Air Balloons

Saturday morning, 23 March, dawned with the promise of a beautiful day for our ride to Masterton. It was to be a small group of four club members plus two grandchildren. Robert and I rode to Woodville where we met up with Rosemary, Danny and grandchildren. After a coffee, it was onto the motel where Robert and I met up with our family who came over from Wellington for the day.

The weather was superb so we sat outdoors enjoying fish and chips before heading off to the show where the gates opened at 6:30 pm. Even if hot air balloons are not your thing, I'm sure there

## photo archives



Got photos? The BMWOR 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 [pauledlington@xtra.co.nz](mailto:pauledlington@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.



A stop at Patangata

was something of interest for everyone. The balloons were first filled with cold air, then hot. Couldn't help but wonder if this is because the balloon could explode with the hot air blasting first (this is a woman's thinking, for what it's worth). The noise, and the heat coming off these massive balloons, was amazing and the energy it took to keep them from floating skywards was interesting in itself. Because it was evening these things were not able to use the air space so life was made very interesting for those on the ground.

On Sunday, the stop at Mt Bruce was interesting. While having a coffee and a bite, along hopped a kaka who decided that she needed my butter more than I did. She was not completely satisfied with just butter either, wanting Robert's croissant as well. Hopping over Robert's hand, bird and man tussled, man winning, as bird flew off. Perhaps the people at the next table would be more accommodating and share. Rosemary and Danny's grandchildren thought this was a great joke.

The company was great, the riding was just the ticket, as was the weather, and the balloons were very interesting. I still cannot get over how massive some of them were.

Carole Pearce



Autumn grapevine

### Autumn in Hawkes Bay

Our April ride was through the Hawkes Bay countryside taking in the changing colours of the trees. Only seven people, including a new member, Cliff, and Mike, who we hadn't seen on his bike for a while, joined in the ride but all had a wonderful day out in superb weather. We arrived at Clearview by car at about 1:00 pm, just as the riders were parking up, so that made nine of us.

We were placed at a picnic table under the trees between the vines and enjoyed a leisurely lunch with lots of talk and laughter. At the next table, there was a gathering for a 100 year birthday party. Fortunately, we all have a few more years of riding and a way to go before we reach that great age.

Marie Nichol



An East Coast platter



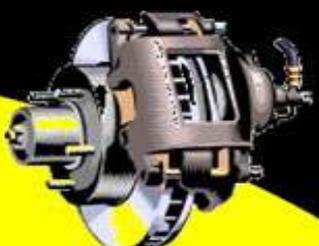
Mark and Diane Hall discuss the merits of Tony's home brew



Dinner time

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Wellington Autumn picnic ...

## wellington

Autumn can deliver calm, sunny days and this month the Wellington ride was on one such day. Nine members enjoyed a picnic lunch on the lawn at Riversdale Beach, with the only complaint being the sun strike experienced whilst riding through the changing colours of the Wairarapa countryside.

The ride started at the earlier time of 9:00 am so that some decent mileage could be put in to help facilitate the economy run part of the day's events, the object being to determine the fuel economy of the different models of BMW participating on the ride.

After some good back roads led by Brian, at good speed, we popped back onto the state highway to enjoy a coffee at Wild Oats in Carterton. Then Peer led us through Masterton on to the coast and the settlement of Riversdale Beach. Ann and Peter met us in their iron chariot – they being temporarily bike-less.

There was to be a prize for the best luncheon, with me (the organiser) expecting to be able to sample such delights as cream sponges topped with icing sugar over strawberries. But I was to be sadly mistaken. Today's BMW riders (or at least our lot) are all on a health kick and the picnic table was chokka full of salads. I kid you not, not a cream sponge in sight!

It was too nice a day to be too disappointed though and we stayed for some time just enjoying the sun and the environment at a very delightful coastal village.

We were then well lead by Kerry - again at a good clip making me think he had forgotten we were measuring fuel consumption – back to Masterton where we all topped up with fuel and recorded the results.

It was such a nice day that no-one felt like going straight home so Brian again led us through the Wairarapa back roads until we arrived at a favourite coffee and cake stop at Martinborough. They had on offer a delightful looking gluten free caramel slice so Liz convinced us that it must be healthy, being gluten free, so before heading home and we all had a piece. Yeeha, cake!

The main street of Martinborough reminded me of Cowes during MotoGP weekend at Phillip Island. Motorcycles of all ages, makes and models lined the street, with owners of all ages, makes and models enjoying the autumn day. It simply was a beautiful Sunday to be out and, for me, spent in lovely company. Thanks all.

### Final results

R1200GS (07) - 2 up, 20 km/L, 11 cents/km

R1200RT (05) - 2 up, 20 km/L, 11 cents/km

R1200ST (05) - 2 up, 22 km/L, 10 cents/km

F700GS (13) - solo, 25 km/L, 9 cents/km

David Thomson



... and not a piece of sponge in sight!

## nelson

As usual we met at the Three Brothers' Corner for our March ride. All up there were 13 riders and we gathered another one en route. Five of the thirteen were keen to go off road so we headed to Lake Rotoiti where we could split up before meeting again at the Red Barn Café, north of Murchison.

No need to comment about the weather, the whole country has had the same weather pattern as we have in Nelson. The ride was lead by our 'one and only' Mark, known to most as the only person who can make an R1100RS look like a small toy.

We proceeded along Eighty Eight Valley Road with very little traffic but there were a few road works, which kept the speed limit to well below the legal limit. Timing it well we met up with Ross from Blenheim as we pulled into the lodge car park. The dirt lovers headed off, up and over the Porika and Braeburn (we thought) with a head start of 45 minutes. Tony just grinned when asked, "How late do you have to be before we send the helicopter?"

Well past our agreed time of 45 minutes, we got into our gear (by this time it was about 26C) and headed to our destination. About 6 kms from the Kawatiri Junction we hit some diesel and at least 3 of us thought we had punctures but all managed to keep the wheels down and feet up.

We had our lunch and waited for the five 'off roaders'. We waited (and waited and waited); one hour past the agreed time; two hours past. Then a police car drove in from the direction "the five" were supposed to come from. Were they here to tell us the gravel huggers were in strife? No, it was a sole woman police officer. She had her lunch and took off towards Nelson. Five minutes later she returned, only to retrieve her wallet, which she had left in the toilet! Ten minutes later another police car with two officers in it and another three lots in police cars

arrived. They all had lunch and left. In the meantime, some of the other riders decided not to wait any longer and left for home.

We, along with Gretchen and Mark, were still waiting. First to arrive was Tony, then Matthias and Nigel together. Both Peter from Ngakuta Bay and Ross had headed for home, battle weary but still in one piece – well the bodies anyway! The others were as gravel weary (little paint scratches here and there). Tony will submit a separate report on the off road adventure as our stories are only second hand.

After a short catch up, we all headed home with a thought that at least all riders were safe.

Sue and Revti Verma

Leaving the tarbabies, who had inexplicably stopped at the pub in St Arnaud, three aging boxers and two relatively youthful F650s hung a left up the Howard then a right into the Porika track. It only took two gates before a slight misunderstanding saw two bikes snuggled up together against a ferny bank in the water table. After minimal muttering, the front boxer was away up the hill again but it was half an hour before the other rider finally got out of the ditch, only with the aid of a load of tourists who happened by in a 4WD. Their arrival was timely too, as the F650 was about to be dismantled and re-assembled back on the road.

While this was going on, the rest of the party was over the hill and part way down the other side in deep discussion. The result being the rescued F650 rider had the most wonderful experience of pattering down a hill on wheels only to encounter bikegear clad walkers puffing up the hill in the heat at several hundred metre intervals, each redder in the face than the last. These kind souls had left their bikes part way down a steep, gnarly stretch of track and walked about a kilometre back up to retrieve their lost one.

Re-united the five carried on. The way got steeper, ruttier, more gravelly and more bouldery. Everyone, except the sole Marlborough representative, was severely challenged by this deterioration of what used to be steepish but much more rideable going. Most ended up idling down, brakes ridden with feet down. Even so, by the time we got to the bottom, four blokes were stuffed from repeatedly picking up their bikes. One of them remarked, while putting his clothing back on, that he'd never before in his 60 years been able to wring sweat out of his teeshirt. The Marlborough man (who, rumour has it, is doing the Porika again next Sunday) spent a lot of time at the bottom waiting in the shade of a tree by the water supply.



Ford at Okuku Pass Station

Eager to catch up with the tarbabies, and have some lunch, we wasted no time in heading off on shortened road route to the Red Shed. One sweaty, thirsty chap with newly scraped bike and broken lights said, "I enjoyed that!"

Tony Haddon

## canterbury

I couldn't make our April ride, something came up; it must have been important. Nevertheless, I'm told a dozen or so adventurous types met up at the Station Café in Rangiora on another gorgeous North Canterbury Sunday. Sam agreed to lead the ride over Okuku Pass and the Lees Valley to Oxford for a cuppa. With the Okuku Pass on his back doorstep, Carry turned up and took the photos.



Grant Hyde mucking about on his 800GS





Simply stunning views

Early coffee and scones done with, Sam sorted the briefing and Geoff (our wee KTM rider) immediately, and quite wisely I thought, nominated himself as Tail End Charlie. Everyone promised to do their best should they be elected cornerman and not to pass the leader - ever - before mounting up and heading off.

The route through the cuff of the High Country foothills is true backcountry, with extraordinary views as you wind through 75 kilometres of gravel including native forest, wild rivers, gorges, farmland, with the majority of the route exposed to the Southern Alps as a backdrop. It's a relatively easy and safe route that includes many small stream crossings that are more fun than technically challenging, however the Okuku River does present a crossing dependent on river flows. Not today though apparently.

Within about five minutes, Justin and Garry had indeed passed the leader, but only because there were many gates to be opened for others. Very responsible of them to be putting the group first I thought.

All went exceedingly well I'm told. Later in the afternoon everyone enjoyed their favourite tippie, and some excellent carrot cake, at Café 51 in Oxford before heading home to take care of their chores. Thanks to all who made it. I'll see you next time.

Warren Taylor.

## otago/southland

Our April ride-in was to Arrowtown to take in the autumn colours. Six of us met in Alexandra at the legendary Sidewalk Café for coffee. Steady Eddie and Murray and I from Alexandra were joined by Peter from Clinton, Backpacker Bob from Te Anau and Andy from Mosgiel. We carried on through Cromwell and the Kawarau Gorge to Arrowtown where we went for lunch at the New Orleans Hotel. This is a very good place to eat, regardless of the weather, with great views from the open deck. There we were joined by David Caesar from Arrowtown, new members Graham and Donna Beker from Lake Hayes, and Ross and June Lawry from Invercargill. A small group but nonetheless pretty representative of our far-flung region.

The day was great with perfect autumn weather but the "colours" were not yet at their best. We haven't had any cold weather to speed up the change but it should be better for next month's ride! Graham and Donna were on their Harleys, with their BMWs over in the US. They run Bikers Motorcycle Tours, as advertised in previous newsletters, so keep them in mind for your next overseas tour!

Next month's ride-in will be to Lawrence for coffee and then onto Mandeville for lunch.

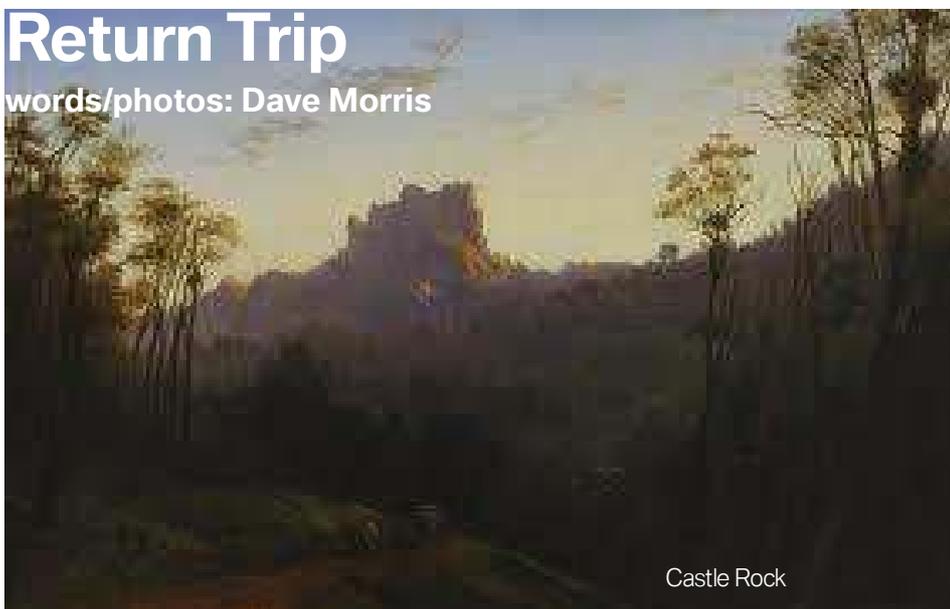
Barry

Coffee at the Sidewalk Café



# Return Trip

words/photos: Dave Morris



Castle Rock

Much coverage of the 2013 Annual Rally has been penned by others, but this story is about my ride home from the Rally. Dave Oldershaw and I decided to head home to Wellington the long way; up to Coromandel, around the Bay of Plenty, a night at Matawai then Gisborne, Hastings and home.

On the Monday, we left the hotel around 8:30 am and blazed a trail via SH47 to Turangi for fuel – the pump at Tokaanu is now closed. The route is fast, the roads are good and traffic is minimal. Further north, the 58 kilometre Thames/Coromandel leg was pretty trying with slow vehicles holding us up. Some adroitness in reading drivers' habits can pay off on this stretch. There are places to pass, but one needs to be street-wise, alert and cautious all the time. Err, that should read, drive with care; be considerate of other drivers; patience required.

On the last leg, where the road leaves the coast and climbs the hill around Manaia Bay, I caught a panoramic view across to the east. There in front of me, I instantly recognised a scene from a Charles Blomfield (1848 – 1926) painting. It was Castle Rock, a peak just over 500 metres high. Blomfield painted this from the Mercury Bay Track in 1888. The original painting is now in the Auckland Art Gallery having been gifted in 1889 by a Mr. A E T Devore. So what, you ask? My daughter-in-law is a direct descendant of the artist.

Coromandel Town is a great place to visit and stay. There is a Thai restaurant to check out – a green curry to die for. There are two petrol stations making it easy to use the town as a base to visit neighbouring areas like Colville, Waikawau Bay or even Waiau Falls.

On the Tuesday we decided to return the same way. It was a long day (for us) travelling to Matawai for the night. We had planned stops through the day too. We left the Anchorage Motel at 7:45am and travelled to Katikati to refuel. But it was at Tauranga where we stopped for a good while. Dave wanted to get a quote (since we were passing through) from renowned upholsterers McDonald Motor Trimmers to recover his GS seat. That ended up as a 'while you wait' job so we had lunch; sushi - out of this world! McDonald's were just finishing off the job when we returned. Needless to say, Dave was very pleased with the work.

We cruised on to Opotiki to refuel, both coffee and petrol! There was a Lotto outlet opposite, why not we thought? We went over to buy a ticket. The owner was a retired Detective Inspector with the NZ Police and a K1200S rider. That's what I enjoy about these trips; getting to know people even if you might never see them again.

The Waioeka Gorge has seen some serious slips since I was there about three years ago. We saw evidence of a huge gouge on a high hillside and a huge deposit of crushed (at the site) shingle about the size of a factory building. We arrived at Matawai, checked in at the historic hotel and were shown our rooms, unpacked and chilled out. Typically of an old building, the public rooms have zillions of historic photos lining the walls. It could indeed be the wallpaper! The hotel has an interesting history. It was originally built in Motu in 1911 then dismantled and rebuilt at Matawai in 1934. Not quite exactly the same; a little smaller. One local story has it that some of the building went down the road to enlarge the Ormond Hotel.





The Matawai pub is a destination in itself for riders. Matawai is about 70 kilometres from Gisborne in the south and Opotiki in the north. Accommodation is not expensive and the staff are really neat folk to talk with. Additionally, petrol is available in Matawai.

Clockwise from top left: Matawai dining room art; Matawai hotel bar; Dave O in Folker's nursery; Matawai incident; Putorino



At 2:00 am Wednesday the local fire siren started to wail across the valley shattering the still of the night. Well and truly woken up, we waited for the volunteers to respond in their vehicles and for the fire appliance on its way to the scene. But I heard nothing more. After the morning shower – complete with a huhu bug in the shower floor (now there's something different) – we went down to breakfast and heard a bit about the call-out. A 20 ft refrigerated semi-trailer had been driven off the road and wedged on a downhill slope. The driver was lucky to get out. They'll need a crane to get the units out. We came across it on our ride south and stopped to take photos.

At last, the Rimutaka Hill. There were very strong winds that day and I was even prepared to stay over in the Wairarapa and tackle the hill in the morning. However, we went over - and it was dicey. At the new deviation it was down to one way traffic, while a caravan was put back up the right way!

Overall, the weather for the whole period was excellent. Except for the high winds closer to home, the expedition was incident and trouble free. I meet some folk, no idea of some of their names but over the course the trip Irish, Canadian, Vanuatuan, French, Thai and Pilipino. Oh yes, and a few Kiwis at Matawai. Incidentally, all my new friends were female – funny that.

Gisborne came and went. We swung in to see a friend, but he was out. More fuel and we headed south. It was hot here, even before nine o'clock in the morning. The café at Morere has great coffee. Back onto the hot wet tar and our next stop was the Putorino country pub, coinciding with a bus load of passengers. More petrol at Taradale. The Cruiser only holds 17 litres; someone should design a larger after-market tank that has at least a 25 litre capacity!



I noticed the price of sweet corn at Nuhaka was 50 cents each. In Hastings it was 80 cents and in the Wairarapa it was priced at 3 for \$3. I grabbed some in Hastings and enjoyed it later at home.

We dropped in at Folker's place and spent a pleasant 45 minutes or so with him and family. He has a nursery with hundreds of native trees grown from seed. There's the R60 too. On the way out back to SH 2 we descended down the Burma Road and at the top the view is fantastic, a panorama from a good height which spread from Pakipaki out to the coast and south to your typical Hawke's Bay rural countryside as far as the eye can see.





# Resurrection of a fine motorcycle - part 2

words/photos: Folker Liebenow

It is almost two and a half years since Part 1 of this article appeared in the February 2011 newsletter. I can report progress!

To re-cap briefly, my 1964 BMW R60/2 was bought in April 2006 from BMWOR members Steve and Heidi Pope of Maungaturoto and brought home to Hawke's Bay in boxes filled with about 1000 pieces. Over the next four years I've re-built what I can, leaving things like the seat and the electrics to 'the experts'. The only mechanical item I didn't re-build was the crank shaft, it seemed good enough; big mistake!

I collected the bike from the auto-electrician in October and managed, eventually, to start it. The electrics worked, but noises emanating from one of the piston assemblies were not very confidence-inspiring. So it was out with everything that moved and getting the engine apart. At this stage I congratulated myself for having obtained a great set of special tools from Ed Korn in the US. Ed's tools are worth their weight in gold and his instructions for their use wonderfully down to earth. Look him up on the web.

Left to right: Some of Ed Korn's special tools for bearing installation and removal



My suspicions about the crankshaft were duly proved correct. I found a competent, BMW-experienced tradesman through one of my riding contacts in the Hutt Valley and ordered the necessary parts from Ullis Motorradladen in Frankfurt/Main.

The parts consisted of two of each crank pins, corresponding roller bearing and connecting rods with hardened big end races and new little end bushes. Unfortunately when they arrived it turned out that while the 'correct' parts had been ordered, there were two 'correct' ones, of 125mm and 130mm centre to centre length, the latter for the late R60 and R69S.

Another three weeks and the longer con-rods arrived to be pressed together into the BMW 180 crank shaft. I had ordered new oil slingers as well. To install the crank in the housing, the front slinger is actually fitted only once the shaft is place.

As I done all this before, getting the engine back together was a relatively easy procedure, as was installing everything back into the frame. The electrics went back together without too many problems but I had some terrible times trying to get the ignition timing



'New' crank with oil slingers installed;



Installed to casing





The engine casing with the crank, cam shaft (left) and fly wheel held by fixture (right)

right. While checking the timing with a strobe light once I got the engine running, it became obvious that the mechanical advance/retard unit for the ignition wasn't up to the job and needed to be replaced. The pins on which the centrifugal weights pivoted proved to be very badly worn.

I made a decision at this point to convert the ignition system to 'solid state electronic' and to replace the 6 volt DC system with 12 volt AC rectified to DC, having previously discovered a German-designed system (Powerdynamo) on the web and being persuaded to take that step by an 'Airheads Downunder' acquaintance. The cost was about twice that of a new centrifugal advance/retard mechanism. Installation was relatively simple, with an ability to retain all the 'old' circuit. Here are pictures of the process.



'Clean' crank shaft end, most ignition components still in place



Stator unit, ignition pick up in place; where the magneto sat there's a blank to run the coil seal on, that's all!



The rotor unit fitted with the ignition pick up on the right. Timing is a breeze!

The old wiring 'hidden' and the rectifier, which will be hidden and exposed to airflow once the tank is in place



Left: The right hand side of the bike. You'd not suspect a modern ignition and generating system underneath the 60s exterior



The oil consumption though was confirmed as being through the combustion chambers. I found out the hard way that high-quality synthetic engine oil is not what you use to bed in a 1960s reconditioned engine. Doh!

A phone call to Stemlers in Germany resulted in a new set of rings and gaskets on their way while I dis-assembled the engine during the week and lightly honed the bores. The parts from Germany arrived on Friday, 16th November and I fitted everything back that evening. A little run around another of my rural blocks next day confirmed that all was well and I decided to throw caution to the wind and dare the 80 km trip to Tutira. Things went so well that I decided I'd carry on to the Waikare Pub, another 20 km on.

Things continued to go very well, with a nice day to boot, so I decided to try for Wairoa, fill up the tank, check the oil and head back to Café 287 on SH2 south of the town for a well-deserved lunch. As I pulled in to the BP, there was the most enormous clap of thunder I've heard in a long time, knocking out almost the entire town's electrical system, including the pumps at all the local service stations. I, along with several other motorists, waited patiently for about 20 minutes, before power was restored and I duly topped up with fuel, no oil required!

Since this 'inaugural trip' of around 300 km, I have covered another few 100 km and still not used any oil. The bike is now due for its first oil change. Mechanically it is very quiet, the loudest noise coming from the valve train, much like my '95 R100R. The noise coming from the

crankshaft is less than the induction noise at the air filter! I have also noticed that the nearly 50 year old shock absorbers are shedding a very fine mist of oil and I have ordered a new set, due towards the end of January, owing to stock-taking procedures at Stemlers over Christmas/ New Year.

The bike is comfortable to ride and the brakes are good - for 1964.

With its four-speed box, one is down to 3<sup>rd</sup> gear on a longish hill but at 80 kph that's acceptable. I have hit 75 mph (about 120 kph) at one stage but it takes a while to get there. Economy is so-so, the 17 litres will get about 290 km. I would love a Heinrich or Hoske tank with 22 litre capacity, but not at US\$1000.

Has this project been worthwhile? You bet!

Would I want to know how much I actually spent on the project? No way!



Would the 1954 R51/3 I had the opportunity of buying in 2006 for around \$12 000 have been worthwhile? Yes - but I wouldn't have had so much fun and I wouldn't have learnt so much in the process.

So there you have it, I now ride the bike I lusted after when I had the previous model (1955 R51/3) while being envious of my mates' R50/R60 bikes.

## letters

We have been members of the BMWOR for 15 years. Over these years many members have volunteered to take on the responsibilities that are required when running a club. We would like to acknowledge the wonderful work that all the previous Executive and Membership Secretaries have put in to take the club to where it is today. It would not be in such good heart if it had not been for their hard work.

As the years have passed, modifications have been made as necessary, just as they are being made today. The treasurer's job would have changed tremendously over the years with the introduction of computers, as did the Membership Secretary's job with members at first being recorded on pen and paper. Change is not new for this club.

We acknowledge the time and effort that Carry and Jo have put in on the Constitution - another area where some change was required.

The current Executive are, just as all those who have gone before them, enthusiastically working in their designated roles. As they are voluntary roles they sometimes seem to be thankless ones. However, we believe that everyone who has had a role in the BMWOR has put their heart and soul into the club and helped develop and shape it. A huge thanks to all of you!

Pam and John Wuts

The RAG Rally at Pokaka, National Park this year was again as members have come to expect; great company, great food!

If you have not been to a RAG Rally, it is worth the effort. It's a central location for North Island members and, should South

Island members come up, there are many roads that can be taken to or from the venue to extend the ferry crossing. The trip from the ferry is about a 4 - 5 hour journey.

This year Cliff came on his own - and on his K. Everything required was on board; a new dismantled spit and the meat all fitted in saddlebags and top box. The spit is a new model assembled before use.

There was one small supple change - the grotty mattresses and pillows have been switched out for new ones.

For me, I took the chance to visit Auckland before the weekend and travel back to Wellington via Napier. That amounted to a week away from home. Rain to the RAG from Auckland to Ngaruawahia, and rain in southern Wairarapa on the way home.

Loved the excursion. Long live the RAG!

Dave Morris

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# vietnam-style; a motorcycling holiday

## words/photos: Shahrir Ariff

My bike - a 100cc Honda Wave Alpha - was all set up and waiting at the basement car park of the luxury apartment block near West Lake, Hanoi, when I arrived on 8 January

Fellow Kiwi riding buddy Hilman, who lives there, had bought it for me earlier for a princely sum of VND\$10,000,000 (USD\$500) with 29,000 plus kilometres on it. Came with new brakes and tyres too!

The Wave Alpha is a very popular entry level moped. There are higher-spec Wave models available, but this one - built for and made in Vietnam - would do me fine for our planned trip.

Hilman and I hit the streets within an hour of Jetstar 3K543 landing at Noi Bai International Airport. An Vietnam-style introduction to riding a motorcycle so to speak. Yup, it was really one of a kind. You go by instinct - basically doing what you feel is right - and give way to the person who takes the slot first. These are the road rules as everyone there understands it. Organised chaos? Indeed!

In 2006, it was estimated there were more than 18 million motorcycles on the road, one for every 4.5 people in the land. There should be more now - perhaps 20 million - as the World Bank published Vietnam's population at around 88 million in 2011. That's a lot of bikes!

Anyway, no sooner said, I was hooning about in between a dozen motorcycles just like a local. The trick was to think like them, I reckon.

I had two more days to familiarise myself with the Wave, and the traffic, before Hilman and I started our 12-day journey to Ho Chi Minh City some 2,000km away south. And a memorable trip that was.

We chose to follow the coast, sticking to the main highway (AH1) to get from point A to B, but picked a more picturesque route where friends who had travelled these roads suggested. Worth mentioning are the Hai Van Pass, and the TL716 that took us to Mui Ne, the resort area of Phan Thiet town.

Unfortunately, we had to give up the idea of going through the famed Ho Chi Minh Trail as well as visiting Dalat, a popular tourist destination in the temperate central highlands, as they were too far inland.

As scheduled, we did Hanoi-Ninh Binh, Ninh Binh-Ha Tinh, Ha Tinh-Hue, Hue-Danang, Danang-Qui Nhon, Qui Nhon-Nha Trang, Nha Trang-Mui Ne and, from there, Ho Chi Minh City.

There was a petrol station every five kilometres or so all along the highway from north to south so no worries about running out of gas. The little Honda drank two litres every 100km. At US\$1 per litre, the whole trip cost me only US\$40 in petrol.

Our first stop was the luxurious Esmeralda Laguna Resort at Ninh Binh, only 100km from Hanoi. It took us more than three hours to get there. Not that those wheels could not go any faster, but the condition of the road wasn't that great. Also, extra caution was prudent to avoid oncoming traffic hurtling towards us on the wrong side of the road. And there's the official speed limit to consider, of course; 40kph when travelling through a town and 50kph beyond that for small motorcycles.

We learnt, quickly, that riding on the emergency shoulder was the sensible thing to do. Apparently a hundred other cyclists, motorcyclists and pedestrians thought so too. And the occasional water buffalo. So we all shared that 2-metre width of road for very much the whole journey.



The indestructible Long Bien Bridge - Hanoi

It was a 250km run from Ninh Binh to Ha Tinh - a smallish town just outside the city of Vinh - where we rested for the night, before heading for Hue early the next morning.

A pleasant 300-km ride, we stopped at a war memorial park at Ky Anh (where I was mobbed by a group of very friendly labourers), at cafés for Vietnamese coffee and interesting places such as the Giao Xu Church and a restaurant specialising in deep-fried freshwater carp in Ho Xa. It was nightfall by the time we saw the bridge to Hue city.

We stayed for two nights at the 5-star Imperial Hotel, which we were told was quite popular among Australian and Kiwi bikers who pass through. Anyway, a nice bed to rest our weary bones and an opportunity to do the laundry. Agents along the main street charged about US\$2 for 1kg of clothes. Quite reasonable, I thought.

Not accessible by motorcycle - Ninh Binh



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The next day, we bought a city tour for US\$10 each, with lunch included. We had to pay the entrance fees to the attractions though. I found out that there was a different charge for locals and for tourists (this applies all over Vietnam) but the difference was really quite small in our currency.

Travelling from Hue to Danang via the Hai Van Pass, instead of the new highway, is definitely a must. Even Jeremy Clarkson of Top Gear recommended this route. It was simply breathtaking, and the long windy road - not unlike our very own Coromandel - was so much fun to ride.

An article I read on Google said the pass sheltered the city of Danang from the winds that blew in from the northwest. This meant that "during the winter months (November to March), for instance, weather on the north side of the pass might be wet and cold, while the south side might be warm and dry". How true. It was 15 centigrade when we left Hanoi a few days earlier, on 12 January and it got as high as 35 centigrade after crossing the pass as we travelled towards the south.

Ah...Danang. Have we not heard that name so often before in American Vietnam War flicks. A short video on YouTube, hosted by Cheryl Baker of Travel Today, gives a balanced view from both the eyes of a westerner and a local and Wikipedia says its "one of the major port cities in Vietnam (in addition to Ho Chi Minh City and Hai Phong) and the biggest city on the South Central Coast of Vietnam. It's also located within 100km of several UNESCO world heritage sites, including the imperial city of Hue, the old town of Hoi An, and the My Son ruins.

Yup, we did the tourist-thingy and took a tiki tour of gorgeous Hoi An and the My Son temple ruins (bombed by the Americans during the war because the Vietcong took refuge there).

It was in Danang that we did our first and last oil change during the adventure. My mate's bike was all good but mine had a worn-out rear suspension. It was a 15-minute job by the local Honda dealer and I got a brand new set of shocks for US\$70.

We decided to stop overnight at Qui Nhon - as it would have been a very long, slow ride (with our Wave) to Nha Trang - and we stayed at a pretty beachside resort hotel frequented by tourists from China. Perhaps not too surprising as Vietnam is bordered by China in the north, along with Laos and Cambodia on the western side.

The first thing we noticed in Nha Trang was a large number of big, portly white people speaking a strange language. The next thing we saw all over our hotel were notices in Vietnamese and Russian. We wondered why though that not a single one would respond to our "hello". There



Jolly labourers at a memorial park - Ky Anh



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Curious kids at Giao Xu Church - Ho Chi Minh



Hue to Danang via the beautiful Hai Van Pass



Local kid with funny stranger - Qui Nhon

are plenty of Russians in Auckland, but they are all good-looking and polite. Hmm...could they be humourless military advisors?

Nha Trang is definitely a tourist destination. Or it should be. It's got everything to make one's stay comfy as. Good accommodation, plenty of shopping, lovely beaches, cheap and yummy seafood. And it's not overly crowded with a population of only 500,000. There's even a Cham temple ruin on the outskirts. Not as "important" as the My Son, but this one was very well-maintained and hosted a cultural show every evening. There were stalls selling Cham wares and artefacts as well, so it was really a one-stop introduction to ancient Vietnam.

Next destination; Mui Ne. The ride was easy, but the temperature soared to 38 centigrade as we headed south. With cacti growing by the roadside, quite like those we'd see across Arizona Desert in the USA, maybe it shouldn't be too big a surprise.

Incidentally, this was the only day we experienced a mishap; Hilman's tyre went "pop" no thanks to a 7-cm long nail. But it happened right in front of a tyre repair shop so we were back on the road in a jiffy.

Go by the old country Mui Ne Road (TL716) if you wish to travel there. It's tar sealed and used only by the locals, so not at all congested like the highway. The insignificant turnoff was hard to find though.

If you enjoy spending your vacation at places like Phuket and Pattaya in Thailand, then Mui Ne is certainly worth thinking about. I dare say it's like those two places 30 years ago. It is also kite surfing heaven. Oh...it's got 21km of clean, sandy white beach as well.

Like all tourist areas in Asia, a little extra care would not be out of place there. It would pay to check out the prices at the cafes and restaurants as they can vary by quite a big margin.

As in Nha Trang, the Russians are well represented at Mui Ne. I noticed the presence of our Australian cousins there too, though not in the same league as at Kuta (Bali). That meant there's always an Oz joint for a decent tucker if we're wary about the other dining houses.



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**\*Bekers MCT 110 - 30 Harley Anniversary Tour 2013**  
Arrive 7th June 2013 - Depart 24th June 2013  
Includes: Munich, Trento, Maranello, Near Siena, Rome, Bagna Di Romagna, Venice, Villach, Salzburg, and back to Munich.  
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

We chased the beautiful sunset that evening and, the next day, we toured a couple of attractions nearby. I saw heaps of tourists on rental bikes but there were plenty of taxis everywhere happy to take fares.

It was a 200km ride from Phan Thiet to Ho Chi Minh City, but it felt forever getting there. Like all big cities - it has a population of 9 million - the highways were like tentacles with so many one-way entrances and exits. And inevitably, we missed a few turnings.

We got to our hotel in the central business district late in the afternoon. It was just parallel to Dong Khoi, the equivalent of Auckland's Queen Street, and near the Ben Thanh market. The night market comes to life at 7:00 pm when the Ben Thanh closes in the evening and every tourist in town is seen there trying to get a bargain.

I stayed only a night in Ho Chi Minh City because I figured it is so much more accessible than places like Ha Tinh or Qui Nhon. There's even a "direct" flight from Auckland with a transit in Singapore.

Before my return flight the next evening, I managed to see The War Remnants Museum, where I learnt that there were between 30 and 550 New Zealand armed forces personnel in the years 1964 to 1972 during the Vietnam War. And we also visited the landmark Reunification Palace where - we oldies will remember - a North Vietnamese Army tank crashed through its gates on the day Saigon fell on 30 April 1975.

There were other places I would have wanted to visit, such as the Cu Chi Tunnel, about 60km from the city, and The Mekong Delta, but that will have to wait for another trip.

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## bikes for sale



**R1200GS** - (2009). Blue, one owner from new, dealer serviced at scheduled intervals. 70,000 kms. Almost new Vario panniers and topbox. ABS, heated grips, tyre pressure monitoring, traction control, Teknix crash bars, low seat. Never damaged and carefully run-in. Bike and tyres in excellent condition. \$17,000 ono. Phone Neville on (04) 9385649 or 021 237 5936 or [hpnt@inspire.net.nz](mailto:hpnt@inspire.net.nz) (1)



**R1150RT** - (2002). Good, original condition. 94,000 kms. Well-maintained, new tyres on sale of vehicle, sweet runner. \$10,000.

Contact Mark on (03) 545 0196 (1)



**K1100LT** - (1993). 40,500 km. Serviced every 10,000 km at Mount Motorcycles, engine oil, filter and gearbox oil every 5,000

km. Brand new battery, tyres 50%. \$6,100 no offers. Contact Iain MacLean (Mac) on 0272378197 or 0223781977 (3)



**R100LT** - (1994). 107,000 km. All fluids, tyres and battery brand new. \$6,100 no offers. Contact Iain MacLean (Mac)

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## for sale

**Paint Protection Kits** - Pre-cut for your make and model. Durable, crystal clear, no hassle installation, affordable, re-useable (Tankslapper film only). Check out the website at [www.thetankslapper.co.nz](http://www.thetankslapper.co.nz) or send Craig an email at [thetankslappernz@gmail.com](mailto:thetankslappernz@gmail.com) (3)

**R1200GS/Adventure Staintune muffler** - lighter, more power and removable baffle, pre DOHC \$450

**Corbin** seat riders in leather, good condition \$250

**Final drive** unit, new main bearings, unmarked \$1,000

**Spitfire windscreen**, mounts on handle bar, good condition. Came off R850R, suitable for most R models \$50

**BMW jacket**, black with white patches, size M, good order \$80

Contact Richard Kuysten (Auckland) on 021 993 708 (2)



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## wanted

**Tour Leader** - for potential multi-day rides on or off road either side of BMWOR national events. Must have own bike, excellent communication skills, practical route planning ability, outstanding navigation skills and loads of patience. Interested? Give President Peter a call.

**Company at the Isle of Man TT** - Grant and Lis Johnston are heading to the Isle of Man TT this year with another mature motorcycling enthusiast.

They have a house in Crosby for two weeks with a twin room available for another two people. If this trip is on your bucket list and you're a non smoker, then contact Ron Milbank (the organiser) at [Milbanke@paradise.net.nz](mailto:Milbanke@paradise.net.nz)

The dates are 26 May to 7 June 2013 and the room cost is \$50 NZ per person per night. Ron has been to the TT before so knows his way around. There is also an opportunity to share the cost of a car while on the island.

## Company on a supported and affordable motorcycling trip in Northern Thailand

- based in Chiang Mai with time in and around the city at the beginning and end of the trip. Explore and experience food to die for; the most wonderful elephant experience where you train as a Mahout for the day; cuddle the big cats; cooking classes to introduce or hone your Thai culinary talents..... and of course visit the markets (and the more 'local' markets) at absurdly cheap prices.

As a guide, you will spend about NZ\$50 - NZ\$60 per day on fuel and food for two, including drinks. All accommodation will be part of the package as will a cooked or tropical fruit continental breakfast, most days.

Dates are 9 to 26 May 2013, estimated cost for 16 days is around NZ\$4,000 for a rider and NZ\$2,500 for a pillion (subject to currency change and final accommodation costing - but maybe less). This will include all accommodation and breakfasts - motorcycle hire and insurance - final farewell dinner and our company of course. Flights NZ to Chiang Mai return excluded.

There are two places left. To register your interest or for more information contact Philip King on +64 7 543 0787 or +64 21 311158 or email [Pr.king@xtra.co.nz](mailto:Pr.king@xtra.co.nz)

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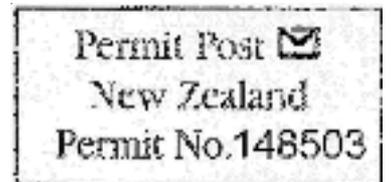


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